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WELCOME

To Europe's best motor boat magazine

Towards the end of last year I received an invitation from powerboat racer Peter Dredge to attend a charity ball raising funds for a new ECMO unit. Like most people, I had no idea what an ECMO unit was and until 13 May last year nor did Peter. Now, however, he is on a mission to make sure every boat owner knows what ECMO stands for and why we need more of them in hospitals around the UK. That's because without access to one of these extraordinary machines, his son Simon would now be dead. As it is, he is very much alive and, judging by the shapes he was throwing on the dance floor, none the worse for his traumatic experience.

Simon, you see, was the 17-year-old boy sat in the back of the Vector V40R which flipped and crashed into a cardinal mark during a high-speed test run on Southampton Water last May. Thanks to the heroic actions of his father Peter, who was helming the boat at the time, Simon was dragged out of the upturned hull and successfully given the kiss of life. However, his lungs were so badly damaged by the impact that even with the help of an artificial respirator they were unable to absorb enough oxygen to keep him alive. He was in effect drowning all over again. His only hope of survival was a rare and highly specialised technique known as ECMO (Extracorporeal Membrane Oxygenation), which bypasses the lungs and allows the blood to be oxygenated outside the body.

There are only five hospitals in the UK equipped with ECMO units and the nearest one to Southampton was at Guy's and St Thomas' in London. After a nervous wait to see if Simon was considered a suitable case, an ECMO team was sent down to Southampton and his life was duly saved. You can read the remarkable story of the crash and Simon's recovery on p78, and if it moves you as much as it did me please do your bit to spread the message about ECMO or, better still, donate to the JustGiving page set up by his sister Laura Jo at www.justgiving.com/Laura-Dredge/. You might be the person who needs it next.

Hugo Andrae



"Without access to one of these extraordinary ECMO machines his son Simon would now be dead"

THE BEST VIDEOS WITH THIS ISSUE



CORMATE T27 Watch how well this 50-knot speed machine flies off the waves in Jack Haines's exhilarating video review of this classy new weekend sports cruiser



mby.com/t27



BOARNCRUISER ELEGANCE If you prefer to enjoy your boating at a gentler pace then this beautifully built steel cruiser is a paragon of refined single-level living, as our video shows



mby.com/be13



JETTEN 50 MPC FLY Jack demonstrates why the unusual layout of the flybridge is just one of many fascinating features that set this steel cruiser apart from its rivals



mby.com/50mpc

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FIND ME A USED...

Pocket Cruiser

Words: Nick Burnham

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- Standing headroom
- Four berths

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BIGPICTURE

The image that really rocked our boat this month



Dutch Masters

Welcome to a new generation of not-so-heavy metal

Dutch steel has always been a byword for quality boatbuilding but for many younger buyers, brought up on a diet of sporty GRP craft, the conservative styling and limited performance hasn't always hit the mark. Now a new generation of Dutch craft has started to challenge that view with a raft of striking new designs, such as this revolutionary new Steeler Panorama FF46. By offering an option to build it in aluminium with powerful IPS engines, it has even overcome the performance hurdle. We sent Jack Haines to Holland to test this and two other modern metal miracles. Read the results from p48.





Edited by
Chris Jefferies
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Fresh start for Fairline

New MD promises ambitious new development programme after Russian buyout

The new owners of Fairline have restarted production at Oundle and reaffirmed their commitment to a long-term, sustainable future.

UK-based Russian businessmen Alexander Volov and Igor Glyanenko bought the rights and all the assets of Fairline from the administrators on January 25 for a fee believed to be in the region of £4.5 million.

One of their first acts was to appoint Russell Currie as managing director of the newly established company Fairline Yachts. Currie, the CEO of Fairline North Mallorca, has over 30 years' experience in the boat business, both as a Fairline dealer and prior to that as an engineering director at Sunseeker's Mallorca team.

Speaking to MBY, Currie told us that he is excited about the brand's future: "Once I heard the new owners' plan, I could see it had a structure and a future. We are absolutely confident that

we can be sustainable in the long term." Currie adds that the first order for a new Fairline came in just hours after the new company was announced.

Fairline Yachts now owns the moulds and tooling to the full range of boats as well as the freehold on the Nene Valley 3 factory, but will lease Nene Valley 1 and 2, as was the case under the previous owners. The Corby site is being wound down and the tooling moved to Nene Valley. All former employees have been invited to re-apply for jobs, with approximately 150 direct and indirect staff due to be hired on fresh contracts.

The new owners have also promised to complete all of the remaining boats still in build at their own expense, which totals more than £1m worth of business, as a sign of goodwill and commitment to customers and dealers.

While Currie admits that Fairline will have to pare down production, the full

range of boats will still be available for customers to buy, although older models will eventually be "washed through" as demand tails off.

In their place, Currie says the firm has an "exciting and ambitious new development programme", hinting at a tantalising range of new models for the future. In the meantime production of existing models will gradually be ramped up with a view to building around 50 boats a year in 2017 and double that in 2018.

Key to this will be Fairline's loyal dealer network, which has not suffered a single migration since the administration was announced back in December. What's more, Fairline dealers have swooped straight back into action, exhibiting at the recent Miami and Istanbul Boat Shows.

Currie confirmed that the new Russian investors are both passionate boaters (but not yet Fairline owners)



New MD Russell Currie also runs Fairline's North Mallorca brokerage

who had been looking at a number of European boatyards before the opportunity to buy Fairline arose. Their current business interests include manufacturing as well as IT and media.

MBY understands that the purchase price was paid in full, without any additional debt or private equity support. "They are in this for the long term and are prepared to invest in its future," added Currie. "Fairline has come out of the administration process stronger and leaner than ever before."

In other Fairline news, primary dealer Bates Wharf has confirmed that it will be bringing a Targa 38 to the London On-Water Boat Show (May 4-7), ahead of the brand's official relaunch at the British Motor Yacht Show at Swanwick Marina later that month.

Merc boat ready

Silver Arrows Marine teases long-awaited launch

Silver Arrows Marine has revealed that its Arrow 460GT is finally nearing launch, more than three years after a prototype hull of the Mercedes-Benz styled yacht was first sea trialled.

Hull number one has already been completed and will soon be delivered to its new owner. The innovative 46ft sports cruiser design first surfaced in 2012 but details have remained highly

secretive since then and the yard is further fuelling this sense of exclusivity by insisting that it will be building only ten models in its initial production run – one per country it is sold in.

The Arrow 460GT is being built in Switzerland by Group Carboman, and will come fitted with twin 350hp engines for a top speed of 30 knots.



The 460GT is the first boat designed by Mercedes Benz Style



Forward saloon offers great views out and an opening windscreen

UK NEWS

Broom revolution

Brundall yard reveals bold new design **P10**



WORLD NEWS

Mallorca in focus

Why this Balearic market is booming **P12**



THE TRUTH ABOUT

DIY antifoul ban

Is the cost of running a boat about to go up? **P14**



FLETCHER FUTURE

Former Fairline owner Wessex Bristol has outlined its plans for Fletcher Boats after production was halted at SBS Trailers' Wolverhampton facility.

The sportsboat range has been built there for the past 11 years but the new owners say it's all part of a plan to move the business closer to the coast.

Speaking to *MBY*, CEO Ayiaz Ahmed said: "We're planning to relaunch Fletcher with new designs and new models, produced from a better, more advanced unit."

He claims a new 29ft Fletcher is in development and could be ready in time for the 2016 Southampton Boat Show. The original plan had been to move Fletcher production to Fairline's Oundle factory to take advantage of space capacity there, before the British yard changed hands again back in December.



The 80ft monohull design was produced by naval architect Bob Cripps

Round the world attempt in 2016

Sponsorship setback for Team Britannia

The British team attempting to break the round the world powerboat record has pushed its start date back to October 2016.

Team Britannia's original planned start date of November 2015 passed some months ago and now team leader Alan Priddy has revealed the reason behind the delay.

Speaking to *MBY*, Priddy explained that the collapse of a sponsorship agreement with SulNOx set the team's plans back significantly. However, he did confirm that the round the world attempt is still due to go ahead later this year, by which time the El Niño weather system is expected to have cleared from the Pacific.

"Ultimately our sponsors didn't come up with the goods," Priddy said. "But we are still supported by the marine industry and plan to start construction of our boat in the next couple of weeks."

As the design above shows, the monohull powerboat will now bear the livery of stockbrokers Prosperity and new company Clean Fuels Ltd – set up by Team Britannia to demonstrate the potential of emulsified fuel.

"We needed to be masters of our own destiny in the end," Priddy continued. "We are looking for other sponsors and have a few irons in the

fire." Additional funding has been secured in the form of a loan from the Solent Local Enterprise Partnership.

A spokesperson for the LEP told *MBY*: "Under round five of the fund, an application has been received relating to funding for the build of a British designed single-hulled speedboat. A loan offer has been made on the basis of this application and is being taken forward."

Despite the delay, testing on Team Britannia's twin 500hp FPT C13

engines has already taken place in Portsmouth.

Priddy adds that the team is predicting a fuel burn of 180lph, based on an average cruising speed of 22 knots. The boat will feature its own on-board fuel plant, which will blend diesel and desalinated water using a chemical reagent to create emulsified fuel that will be stored in huge 35,000-litre tanks.

What's more, Team Britannia plans to work with wounded service personnel on the trip, with two of the 12-man crew to be selected from Stuart Croxford's Team Endeavour.

The current record for circumnavigating the globe in a powerboat stands at 60 days, 23 hours and 49 minutes, as set in 2008 by New Zealander Pete Bethune in his 78ft trimaran, *Earthrace*.

"We plan to start construction in the next couple of weeks"

FULLTANK



SUNSEEKER BACKS ACADEMY

The James Brooke Academy has teamed up with Sunseeker London to help new buyers get their skills up to scratch. The Lymington-based academy runs courses from ICC to Yachtmaster on a Sunseeker Camargue 50 training boat, but customers can bring their own boat instead. The academy is also open to non-Sunseeker owners.



MBY CONTRIBUTOR TURNS AUTHOR

MBY's custom yachting expert, Alan Harper, has written a new book about his personal experiences following the blues scene in late 1970s Chicago. *Waiting for Buddy Guy* is out now through Amazon, priced at £13.99 for the paperback or £15.13 for the Kindle version.



EMPTYTANK



TURKISH MARINA FIRE

Turkish broker Eliad Hagiladi caught this dramatic video footage of a fire on board a 2009 Princess 95 as it was towed out of Fethiye Harbour. The cause of the fire is still being investigated. To watch the video visit: www.mby.com/anna.



YACHT SINKS OFF FLORIDA

Thirteen people had to be rescued from a sinking superyacht minutes before it sank below the waves. *Serena III* made a distress call to the US Coast Guard on January 28 after the 120ft vessel began taking on water roughly 13 miles off the coast of Fort Lauderdale. Owner Richard Paul Matheson and his family were on board at the time en route to the Bahamas.



MDL £250k Wi-Fi boost

Marina internet upgrade

MDL Marinas has announced that it has spent £250,000 upgrading its marina Wi-Fi service.

The marina chain claims that the upgraded system can handle video streaming, Skype calls and large file downloads. Compatible with all Wi-Fi enabled mobile devices, the marina Wi-Fi is available at all 19 of MDL's facilities across the UK, including Port Hamble, Brixham Marina and Hythe Marina Village.

Adrien Burnand, head of marketing at MDL Marinas, said: "In this day and age most of us demand and expect excellent internet access wherever we may be." He added that the firm has already received positive feedback from berth-holders, with one describing the marina Wi-Fi as "exceptionally fast".

Marina Wi-Fi is offered free to MDL Freedom Berthing members.



Torquay Marina is benefiting from MDL's Wi-Fi investment

No Welsh show for 2016

The All Wales Boat Show to return to its previous home at Conwy Marina in 2017



Conwy Marina last hosted the All Wales Boat Show in 2014

The All Wales Boat Show will take a year out in 2016, organisers have announced, with the event due to return to Conwy in 2017.

The delay comes after organisers decided to move the event from the Plas Heli sailing academy in Pwllheli and back to Conwy Quays Marina, the site of the 2014 All Wales Boat Show.

Organiser Davina Carey-Evans told MBY: "We have listened to the visitors

and exhibitors and we are responding to what they want."

She added that the 1,200-berth Conwy Quays Marina is more convenient for visitors travelling from England as it is 40 miles closer to the border than Pwllheli.

The All Wales Boat Show has been running since 2013 and generates £2.5m for the local economy, despite not receiving any support from the

local government, something that Carey-Evans hopes to change. The 2017 event has been scheduled for June 9-11 and the organisers aim to get more than 100 boats on display.

Jon Roberts, area manager for Quay Marinas, operators of Conwy Marinas, added: "It's the perfect location for the show which we are delighted to be playing host [to] because of the diversity of attractions it will offer."

Racing return for Jersey

Jersey Offshore Powerboat Festival will be first local race in two decades

This summer will see powerboat racing return to Jersey for the first time in 20 years, with the launch of the Jersey Offshore Racing Festival.

Organised by the Jersey Powerboat Club, the two-day event will run from August 6-7 in St. Aubin's Bay. Competitors from across Europe are

expected to compete in the offshore circuit race, under RYA regulations.

The festival should prove to be a big draw for the Channel Island's tourism industry, with plans for plenty of on-shore entertainment to compliment the offshore action. Sponsorship and support has already

been secured from several local hotels and ferry operator Condor Ferries.

Jersey Powerboat Club chairman Roy Smith is one of the key players behind this new event and has plenty of experience of the racing world, having won the Two Litre world championship back in 2008. He hopes to bring back the glory days of the 1980s when powerboat racing was a local mainstay.

"I am really excited to have powerboating back in Jersey waters once again," he said. "After being the club's chairman for a number of years it's fantastic to see young people coming through and giving the club and racing the fresh start that it needs."

The Jersey Powerboat Club will be welcoming entries from racing novices, provided they have the necessary sea skills and capability.

Competitor boats will include this 1989 Phantom 21



THE MONTH IN NUMBERS

3,800m²

Size of the Bavaria stand at the recent Düsseldorf Boat Show. The German yard claims that this is the largest trade fair stand ever assembled for a boat show.

9,763

The total number of people that the RNLI rescued from the water in 2015. The lifeboat charity also estimates that 348 of those people would have died without their help.

1,671hp

The spec sheet for the upcoming Revolver 43CC includes the option of triple 577hp Seven Marine outboards, which should give an estimated top speed of 61 knots.

Bringing in a new Broom

V8M concept open boat takes Norfolk yard in a bold new direction

Over the years, Broom Boats of Brundall has developed a reputation for building solid and reliable but hardly sporty cruisers – so this radical Broom V8M concept seems set to challenge some preconceptions.

Unveiled at the London Boat Show and billed as “a compelling option for those seeking fun and thrills”, the V8M is pretty much the polar opposite of

what we’ve come to expect from Broom. Exterior design is by Broom’s in-house design team, which has recently expanded with the addition of design and engineering graduates Drew Whittock and Anthony Rough, as well as production and development director Ben Simpson.

Power comes from a single 350hp Yanmar 8LV engine and is deployed via Rolls Royce FF270 waterjets, with the aim of getting this sporty open boat up to a top speed of 40 knots.

Lightweight construction and a resin-infused carbon fibre/aramid composite body should make for

nimble handling, while the styling evokes the Scorpio speedboat that the firm built back in the 1980s.

On-board features include a Bang & Olufsen stereo system, reversible helm and navigator chairs, Raymarine nav gear and Bluetooth connectivity.

MD Mark Garner told MBY: “We are very excited to introduce this concept and mark the next chapter in Broom’s incredible story. This new design is all about bringing new people into boating and non-Broom owners into the Broom environment. We’ve aimed to find an appropriate blend of our traditional values and new ideas.”

The V8M is pretty much the polar opposite of what we’ve come to expect from Broom



The styling of the V8M harks back to the open models Broom produced in the 1980s

TOPDEALS

SUZUKI is offering up to £1,000 of Henri Lloyd vouchers when you buy a large outboard (DF40A-DF300AP) before the end of March.

Meanwhile, **RYA** members can get 15% off bareboat charter holidays with

THE MOORINGS. The offer applies to both sail and powercat charters (pictured right) and runs until the end of the year. In addition, RYA members can get two nights for the price of three at **PORTLAND HOUSE** on all bookings in March.



TOPEVENTS

March kicks off with two shows from Premier Marinas, first the **PRE-SEASON NEW & USED BOAT SHOW** at Swanwick Marina from March 5-6 (pictured below), followed by the brand new **POWERBOAT & RIB SHOW** at Gosport Marina on March 12-13. **SUNSEEKER'S PRE-SEASON BOAT SHOW** runs from March 18-20 at its Poole base with six new and a selection of used boats to see. Finally, the **ANCASTA SPRING COLLECTION** rounds off the month with a plethora of brokerage boats on display from March 25-April 3.



Marina of the Year named

Top honours for Lymington Yacht Haven

Lymington Yacht Haven was the main winner at this year's Marina of the Year Awards. The Solent marina came out on top in the Coastal (Over 250 berths) category and collected its award at the London Boat Show.

The award-winning Lymington Yacht Haven



Rupert Wagstaff, marina director at Lymington Yacht Haven, said: “We’re extremely grateful to our berth holders and visiting boat owners who voted for us.”

Other key winners included Poole Quay Boat Haven (Coastal under 250 berths), Overwater Marina (Inland), Marina de Vilamoura (Overseas) and IGY Yacht Haven Grand (Superyacht Marina of the Year).

The awards are organised by the Yacht Harbour Association and are decided by a public vote, with more than 500 responses this year.



WHAT WERE THEY THINKING?

PETERLEE: Stealing a boat off the owner's driveway is pretty risky with a livery this bold. Sure enough, four days later the culprits were tracked down.

This year's Düsseldorf show attracted more than Southampton and London combined



Düsseldorf back on top

Heavy footfall and numerous product launches boost German show

The 2016 Düsseldorf Boat Show attracted a bumper crowd, with 247,000 visitors flocking to the vast Messe complex on the outskirts of Düsseldorf. This represents a 2.8% increase on the 2015 total.

With no less than 17 halls packed to the gunwales with boats, equipment and charter companies, it was clear that confidence in the market had finally returned after a rocky few years.

Nothing epitomised it more than the Bavaria Group's stand, which occupied almost half of one entire hall and included at least one example of almost every boat in both its sail and motor boat ranges.

Despite this determination to dominate their home show, it was left to the British, French and Italian yards to unveil the major new model launches. Princess Yachts took the

wraps off its new 30M, causing quite a stir with its fabulous main deck master suite and the coolest accessory at the show – a customised motorcycle perched on the skydeck in a specially made glass display case.

Azimut couldn't compete with that but the new 66 Fly still impressed with its exceptional fit and finish and the extensive use of carbon fibre-reinforced mouldings to reduce weight.

But it was another Italian yard, Arcadia, that was the talking point of the show thanks to its extraordinary new 58ft explorer yacht, Sherpa. To read our review of the key launches, turn to p20.

With 17 packed halls it was clear that market confidence had returned after a few rocky years

Volvo engine owners can now get access to 24/7 support



Volvo support goes global

New 24hr service worldwide

Volvo Penta has expanded the reach of its Action Service, meaning owners can now get 24-hour support no matter where they are in the world.

The global roll-out means that boat owners in trouble can be quickly put in touch with their nearest dealer from Volvo's 3,500-strong network. This service is offered in a choice of 28 different languages, no matter where your boat is located, with fluent speakers on call 365 days a year.

Stephan Orsulic, director of field service support at Volvo Penta, said: "We want to make sure that no customer is ever stranded without knowing where to turn."

To contact the English language Volvo Penta Action Service, call +32 9 255 69 77 or for a full list of numbers for 27 other languages, visit: www.mby.com/volvo

IT COULD ONLY HAPPEN IN... UAE



FANCY A FLOATING HOUSE?

The idea of floating housing appears to be gaining buoyancy, with Triton Inc. the latest company to come under the spotlight. The Dubai-based firm say that a Dynamic Positioning System will keep the Beluga 40 (pictured above) safely anchored. This is all well and good on the Persian Gulf, but we'd love to see how it copes with a stormy Solent...

Mallorca brokerage market on the rise

Bumper year in 2015

The Mallorca brokerage market appears to be thriving, according to the most recent reports from brokers on the Balearic island.

Speaking to MBY, Jackie Lancaster from Fairline South Mallorca reported that her office sold 43 boats in 2015, compared with 36 in 2014.

Her observations were backed up by Lorenzo Vila, director of Mallorca-based easyboats, and David Routledge from Ancasta's Palma office, who both reported a large uptick in sales but declined to give exact figures.

The brokers we spoke to put Mallorca's continued popularity down to strong local infrastructure as well as the convenience of being able to easily visit the other Balearic islands.

Typical buyers continue to upgrade every two to three years, with a fairly even split between power and sail.



Balmy temperatures have tempted many boaters to set up a base in Mallorca

Jackie added that the euro exchange rate has created a real buyers market for those with UK sterling to spend, although Routledge concedes that selling boats priced in pounds to local buyers has been trickier as a result.

And it's not just brokerage customers who are being attracted to Mallorca, with Vila reporting that easyboats has seen a 160% increase in charter business over the past 12 months, with Princess and Riva models proving the most popular.

Photo: KYLE TAYLOR



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The truth about Antifouling regulations

A recent survey has suggested that tighter restrictions could put people off boating

Why is antifouling in the news?

A European regulation covering all biocidal products may make it illegal for leisure boat owners to apply, or even buy, some commonly available antifouling paints. This is despite a recent survey from the British Coatings Federation (BCF) which suggested that 25% of boaters would give up their hobby if DIY application was banned.

What is behind all this?

The drive for increased scrutiny began in May 2012 when the European Union passed the Biocidal Products Regulation (BPR), which came into force in September 2013 and restricted the use of certain products. The EU set a deadline of September 1, 2015 for all suppliers to register their active substances for a more stringent risk assessment, although the actual process could take up to three years to complete. Any biocidal ingredients that fail to win approval will have to be removed from sale within six months.

Has anything been banned yet?

To date, five active biocidal substances have been assessed and approved for use by the EU but only two are deemed suitable for DIY application. A further seven substances are still being assessed. There is no indication that any product currently on the market is likely to fail the process completely.

Is a ban in the pipeline?

Nothing is imminent but the Health & Safety Executive (HSE), which is responsible for enforcing the BPR in the UK, is currently researching the matter. Trevor Fielding, regulatory affairs manager at the BCF, believes that a ban is a possibility: "We have a fear that if we cannot prove safe use of these materials, then DIY application could be banned."

However, Jason Green from the HSE said: "At EU level, UK representatives have been actively involved in

A BCF survey has found that 97% of DIY antifoulers wear the proper protective gear



"We have a fear that if we cannot prove safe use of the materials, then DIY application could be banned"

discussions to ensure non-professional use can continue, subject to appropriate risk mitigation measures."

Will this drive up costs?

This extra regulatory burden on manufacturers could lead to increased prices over the next few years. Fielding adds that the full implications of the BPR are yet to be realised: "We've got a game under way but we don't know the rules of the game yet. We can't really predict what is going to survive and what isn't going to survive."

How safe is antifoul?

Due to its very nature, antifoul contains biocides that discourage organisms from sticking to a boat's hull. As a result, the paint can be hazardous if not handled properly. As the HSE puts it: "It is important that there are safeguards to ensure that biocidal products and the active substances they contain can be used without causing harm to people, the environment or animals."

However, the BCF survey found that the vast majority of boat owners (97%) use personal protective equipment,

such as gloves and masks, when applying antifoul paint. The BCF hopes its survey will convince the HSE that no further legislation is needed to protect people from the risks of DIY antifoul application, as the proper precautions are already being taken.

A spokesperson for AzkoNobel added: "The boating community is well informed of how to use our products relative to other consumer markets and the use of protective equipment is widespread."

What does the RYA have to say?

The RYA has been actively lobbying the HSE to avoid further legislation. As well as backing the BCF in its assessment of the risks of DIY application, the RYA argues that antifoul is an important deterrent for invasive species trying to enter British waters on the hulls of large boats.

Emma Barton, planning and environment manager at the RYA, said: "For larger yachts, the best way of preventing the spread of species around the country is antifoul. Any

changes to whether people use antifoul or how effective it is will then have a knock-on effect on preventing invasive non-native species."

How are antifoul manufacturers reacting?

The increased regulation doesn't seem to have hit them too hard just yet. Hempel recently reported a 30% year-on-year increase in sales of its antifoul paints in the UK and International Paints say it's too early to provide a definitive answer. Both firms have said they are considering selling antifoul paint and protective gloves as a bundled product.

Meanwhile, Ewan Clarke, director of Coppercoat, is keeping sanguine. "It would be great for business if the HSE were to ban DIY antifoul application as we believe it would lead more boat owners to professionally protect their boats with us, but on a practical level, of course it's nonsense." Clarke adds that he is fully behind the efforts to prevent any restrictive legislation.

"There's no reason for your average UK boat owner to be overly panicked, and they should rest assured that all of us in the industry are working to keep it that way," he adds. The BCF's final report is due out before Easter. 



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- Les and Diana, Owners of a 630 Outer Reef Motoryacht



CORMATE T27

New to these shores, the Supermarine T27 is a fiery beast with fantastic seakeeping and fine detailing. Definitely one to watch

Text: **Jack Haines** Photos: **Richard Langdon**



The serious-looking helm, with leather-clad wheel and racing-style throttles

Anyone remember Hydrolift? The bonkers, Norwegian-made, 70-knot plus superboats latterly hoovered up by Bård Eker, part owner of Koenigsegg cars? Well the team behind those boats, Hydro Design, is back and part of its stable is new-to-these-shores brand Cormate. Going great guns in its native Scandinavia since 2006, this is the first time we're seeing Cormates on our shores, thanks to new UK agent Fine Design in Poole.

Like Hydrolift, performance plays a huge part in what the Cormate brand is about, made clear by the fact our 350hp, 6.2-litre V8 test boat is the (slightly) watered down version, capable of only 50 knots. You can have this model with a 600hp (yes – six hundred) petrol that is reportedly capable of 70 knots, which is terrifying.

Fifty knots felt more than enough in a stinking rough day off Poole that saw a heaving swell interspersed with an angry chop. It was a perfect testing ground and the Supermarine T27 positively lapped it up, leaping from crest to crest with the ease and enthusiasm of a spring lamb. Even when we did end up in the odd trough the hull simply shrugged off the impact and carried on up the back of the next wave.

The naturally aspirated V8 helps here because there isn't a second of lag from throttle input to propeller so you can quickly dig yourself out of trouble. I'm sure the 350hp diesel is a great match for the boat but I was glad for the petrol on test. Plus it sounds amazing: a deep, cultured V8 warble – lovely stuff.

All you need do as helmsman is feed the power in and out at the correct moment

The T27 is a 'dream to drive' – the 25° deadrise hull cuts through anything

Beneath the walnut is more storage, next to the compact sink

One of the four integrated fenders – a neat addition

The helm looks a little intimidating at first thanks to the racing style twin throttles and horizontal/vertical trim tab controls. Then there is the unique 'set back step' in the transom and the guys at Fine Design warned me of the boat's sensitivity to trim. I left the marina worried that I wouldn't be able to handle it but, thankfully, in practice, the T27 is a dream to drive. All I did was play with the leg trim and the precision-engineered hull did the rest. Yes you can fine-tune the trim tabs and leg to get higher speeds at the top end but you can also leave the tabs in place and let the hull do the work, all you need to do as the helmsman is feed the power in and out at the

correct moment. The static photos don't do justice to the rough conditions so be sure to watch our video to see how it handled them.

The T27 offers more than performance, though. The protected cockpit centres on a convivial seating area with a table that slots into the deck and can be stowed away in the cabin when not in use. There is a nicely engineered mechanism on the sunpad that quickly transforms it from upright seating to an aft-facing sunpad. In fact, look closely and the 27 is bursting with thoughtful detailing. It has pop-up cleats all round, smooth storage voids hollowed out of the topsides to hold the

The racing pedigree is clear to see in the T27's stepped hull



Below decks, despite the cabin not being that big, the finish is impressive with plenty of walnut panelling

SEE THE VIDEO



mby.com/t27

fenders in place on the move, and there is always a chunky grabrail to hold on to. The one around the windscreen is especially clever because there are cut-outs in the windscreen so you can get your hand all the way around the bar and hold on tight.

Below decks, despite the cabin not being that big, the finish is impressive with plenty of walnut panelling as well as a sink and toilet to make life on board that bit more comfortable. It may not seem like much but if you are upgrading from a RIB or centre console boat then such niceties (shelter, a loo...) are quite big things. And the double berth is more than big enough for a couple of comfortable nights on board, especially as there is a big storage void beneath the bed so you can tuck bags out of the way.

Our test boat was the Supermarine version, as opposed to the standard model, essentially a trim upgrade that adds roughly £20,000

to the price but includes a load of goodies that you would most likely spec anyway. Things such as teak decks, a navigation package, electric anchor winch, bow thruster, and a 40-litre cooler in the cockpit, among other bits, are all worthy accessories. For the aesthetic additions alone the Supermarine package is worth having and it's a sensible way for the yard to bundle together the most sought-after options.

So the Cormate Supermarine T27 is not exactly a budget option but then its rivals – from the likes of Windy, Chris-Craft and Goldfish – aren't either and it's more than good enough to compete with these top-end brands. Cormate – you'd better get used to that name. **MBY**

Contact Fine Design. Tel: 01202 465327 Web: www.cormate.com

THE DATA

SPECIFICATIONS

LENGTH 27ft 8in (8.46m)

BEAM 8ft 4in (2.56m)

ENGINES Single petrol or diesel up to 600hp

TOP SPEED ON TRIAL

49.5 knots

PRICE FROM (SUPERMARINE)

£119,214 inc UK VAT

PRICE AS TESTED

£126,261 inc UK VAT



The double berth tucked in the bow is large enough for a night or two



The loo is discretely hidden away under walnut panelling



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World premiere - "Allt för Sjön" in Stockholm 5 - 13 March



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Customer requests included a crane and motorbike display case on the flybridge

DÜSSELDORF REVIEW

Our verdicts on all the key new boats at the Düsseldorf Boat Show

Princess 30M

The thing which Princess is most proud of about the 30M is the one thing which visitors were unable to experience at the show – its refinement under way. Those who were lucky enough to spend time on board during preliminary sea trials and a boisterous North Sea crossing claim it is uncannily smooth, quiet and comfortable. The secret is a build process that mounts all the key accommodation spaces on rubber bushes to insulate them from unwanted noise and vibration.

What was apparent at the show was just how much space the designers have managed to pack on to a 30-metre (100ft) boat that still manages to sneak under the 24m load line length. It's not just the sheer volume created by the beamy design, V-drive engines and vacuum-infused hull but the layout itself which shares all its key cues with much larger superyachts of 40m or more. These include a stunning main deck master suite with panoramic views from its aft facing bed through the oversized windows and skylights, an open-plan saloon and dining area with freestanding designer furniture, a main deck day heads and a commercial spec galley with a separate pantry leading to the guest areas.

The theme continues elsewhere with four double guest suites amidships that feel almost as large as those on a

Princess 40M, separate crew quarters tucked in the bow and a hushed raised bridge deck from where the captain can direct operations. The only nod to smaller boats in the Princess range is the inclusion of an outside helm on the enormous flybridge.

Impressive as these standard features are on a 30M craft, it was actually a customised extra that stole the show; a plexiglass display case at the aft end of the flybridge to show off the owner's treasured Lauge Jensen Viking custom built motorcycle. It's not just for show either, as the whole case, motorcycle and all, can be craned down

on to the dockside and opened up so the owner can use the bike as a road-going 'land' tender.

Interestingly, Princess chose to retain the option of a folding balcony in the saloon (Sunseeker dropped it from its 131) and looks to have raised its game yet again on the detailing front with flourishes such as the floating black Macassar breakfast dinette in the master cabin and sensuous curved veneers on many of the headboards and bulkheads.

Twin 2,600hp MTUs on space-saving V-drives give a top speed of 26.5 knots but it's the hull's ability to consume less

than 100lph at a steady 10 knot cruise and a range of over 1,300nm from its 12,220 litre tank that will be of more significance to most owners. In addition to the 40M and 35M, it helps give Princess serious presence in the superyacht market.

Contact See Princess website for dealers. Web: www.princessyachts.com

AT A GLANCE

Length 99ft 11in (30.45m)
Beam 23ft 1in (7.05m)
Engines Twin MTU M94 2,600hp
Top speed 27 knots
Price from £6 million ex tax

HIGHLIGHTS

- Voluminous interior
- Main deck master cabin
- Refinement under way



Full height windows and cutdown bulwarks maximise views out from the saloon



Triple skylights over the aft facing bed let light pour into the main deck master cabin

HIGHLIGHTS

- Carbon fibre mouldings
- Extended flybridge
- Lavish interior decor



We love the chill out zone at the aft end of the flybridge



The bed faces across the beam in the master suite



Azimut 66

Azimut was one of the earliest adopters of vacuum infusion techniques and it's now looking to cement that edge with extensive use of lightweight carbon fibre mouldings. By reducing weight up top it hopes to improve performance and economy, lower the centre of gravity and increase interior volume.

Hopefully these benefits will all become apparent when we sea trial this new 66, but in the meantime we're happy to report that none of this comes at the cost of an interior that seems even more lavish than usual.

Unlike some of its rivals, the saloon is split into two separate areas with a

comfortable lounging area aft leading up a couple of steps to the galley and dining area forward. It's all a bit more formal and perhaps not as practical as the single level, aft galley layouts preferred by Princess and Ferretti among others, but arguably it feels more luxurious and expensive than either of them. The combination of soft leather, contrasting light and dark veneers highlighted by stainless steel grab handles and subtle LED lighting looks particularly rich and inviting.

Down below, you'll find three doubles

and one twin bunk cabin, all but one of them ensuite, including an unusual master cabin layout with an athwartships bed that creates more useable floor space and makes the most of the views through the large hull windows on either side.

However, it's the flybridge which really stands out as a potential class winner partly due to its sheer size and partly due to an intelligent layout that uses all the space to good effect. Up

front are two supportive helm seats and a sociable seating area tucked behind a protective windscreen, while the main dinette and wet-bar are amidships enjoying the full shade of the hardtop. Further aft is a wonderfully relaxed lounging area with low level seats, sunbeds and a coffee table where guests can chill out, admire the views and catch a bit more sun.

It may just have been the setting but Azimut's trademark squared-off foredeck also looked more prominent than usual with enough space on the underside of its jutting chin to mount a couple of spotlights and a camera to keep an eye on the anchor during the launch and retrieval process.

There's only one choice of engine but with 1,150hp apiece on traditional shaftdrives and a top speed of a claimed 31 knots, it's hard to see anybody feeling hard done by that.

Contact Azimut Yachts London.
Tel +44 (0)20 7952 6393 Website:
www.azimutyachts.com



Dining area is a couple of steps up from the lounge area. The galley screen uses switchable smart glass

AT A GLANCE

Length 68ft 2in (20.80m)
Beam 17ft 2in (5.24m)
Engines Twin CAT C18 1,150hp
Top speed 31 knots
Price from €1.73m ex VAT

**HIGHLIGHTS**

- Show-stopping looks
- Amazing cockpit
- Very versatile

The wheelhouse glass lowers to let in fresh air

Arcadia Sherpa

Never ones to shy away from doing something a little bit different, Arcadia may have produced its most bizarre creation yet with the Sherpa. As the name suggests, one of the boat's possible functions is to act as a support vessel for a superyacht, where the aft deck is totally cleared and capable of carrying a couple of 25-footers as well as a host of other toys.

The version on show was the Mediterranean version, with a completely open aft deck littered with

various sunbathing spots and seating areas. You also get a pair of cabins below decks and a pilot deck, containing the helm and a dinette, that can be totally enclosed by glass panels that rise up electronically and attach to the hardtop.

There is a third version with an enclosed area on the aft deck to provide some all-weather protection, though even with this configuration there is still plenty of space in the enormous cockpit.

If you do opt for a cruising variation of this boat then you will discover a good amount of method in what looks like design madness. The Sherpa is only 55ft 1in (16.8m) long but due to the shape of that amazing aft deck you effectively have the beam of a 70-80ft boat.

On top of that, these compact dimensions and Arcadia's efficient hull shape mean that IPS600 is capable of pushing the Sherpa up to 25 knots with a comfortable 20-knot cruising speed.

It would be an outside choice, to put it mildly, but there is actually quite a lot more to this fascinating craft than meets the eye.

Contact Arcadia. Tel: +39 081 8590701
Web: www.arcadiayachts.it

AT A GLANCE

Length 55ft 1in (16.8m)
Beam 18ft 4in (5.6m)
Engines Volvo Penta IPS600
Top speed 25 knots
Price from €1.36m ex VAT



The forward accommodation and 18ft beam make for the largest cockpit of any 55ft boat



The only interior seating is in the raised wheelhouse



Standard layout includes two cabins and plenty of bling

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**HIGHLIGHTS**

- Open and closed models
- Fast, efficient hull shape
- Four berths in two cabins

Axopar 37

There was lots to get excited about on the Axopar stand as the Finnish yard had the delayed launch of its 37 and an all-new 24 on show.

The flagship 37 is available in four different styles: T-top, Sun-Top, Cabin and AC. All models have the option to have the quirky aft cabin first seen on

the award winning 28, but the difference is that the 37 also has a proper open-plan sleeping area forward with a toilet and small galley, meaning it is capable of hosting for more than just the odd night here and there.

On deck, there are no less than eight forward-facing seats with the forward

Cabin (top) and T-top (right) are two of four different models on the same 37ft hull

three swivelling to join the enormous teak table amidships.

Performance is punchy as well – 45 knots with a pair of 350hp Verados.

Contact Offshore Powerboats. Tel: +44 (0)1590 677955 Web: www.axopar.fi

AT A GLANCE

Length 36ft 9in (11.2m) **Beam** 10ft 10in (3.3m) **Engines** Single or twin outboards up to 700hp **Top speed** 45 knots **Price from** €117,000 inc VAT

Axopar 24

The 24, though not as striking as its big sister, is a great looking package and stunning value. There are echoes of the XO 250 in its lines but the twin-stepped, 20° hull is pure Axopar. You can choose between Open, T-top or Hardtop versions, with the hardtop variant offering true year-round usability.

All versions get a pair of slim berths just forward of the helm and a toilet tucked under the deck in the bow-rudder section, though these are going to be most useful on the hardtop version.

Engine options are all single outboards ranging from 90-200hp, the latter good for 40 knots and a miserly 0.9lph at a 22-knot cruise.

Contact As above.

AT A GLANCE

Length 24ft 9in (7.6m) **Beam** 8ft 5in (2.6m) **Engines** Single outboard up to 200hp **Top speed** 40 knots **Price from** €51,700 inc VAT

The 24 Open looks a lot of fun but the hardtop may be the more practical option

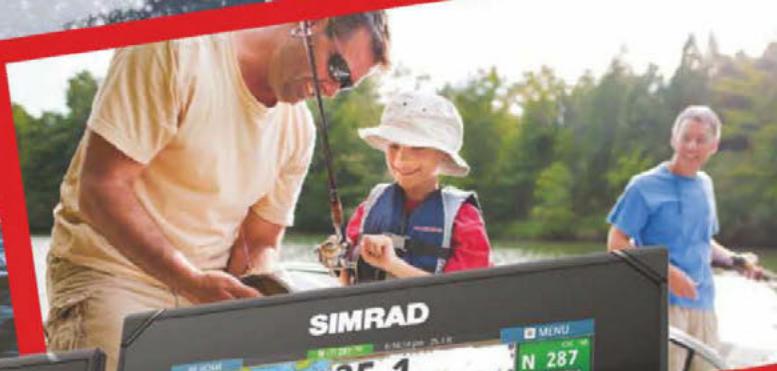


Twin berths extend under the bow seating area

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Bénéteau Gran Turismo 46

Following on from the launch of the GT40 last year, the GT46 is now the largest boat in Bénéteau's funky sports cruiser range. Like its smaller sibling, it has been designed by Nuvolari & Lenard (who are responsible for the Monte Carlo Yachts range, among others) and though the looks won't suit all tastes it certainly catches the eye.

The yard has gone to town on the cockpit, which now has a set of doors to fall in line with requests from owners of the previous open-backed GT44, and a whole host of tricks to link the enclosed saloon area forward and the open cockpit further aft. The seating swivels round to cross the threshold from the saloon to the cockpit and the show boat

even had a pair of 'Lazy Boy-style' electronically reclining chairs in place of a transom bench.

Below decks you can have two or three cabins and it's great to see the effort the yard has put into the level of finish and materials down here.

Contact See Bénéteau website for dealers. Web: www.beneteau.com

AT A GLANCE

Length 48ft 6in (14.8m)

Beam 13ft 7in (4.15m)

Engines Twin Volvo Penta D6 370/400hp on sterndrives or IPS600

Top speed 36 knots (MBY test)

Price from £327,845 inc VAT



HIGHLIGHTS

- Two or three cabins
- Sterndrives or IPS
- Brilliant cockpit design



Bi-fold doors and swivelling seats link the cockpit and saloon



Full-beam master cabin is impressive for a 46-footer

Galeon 365 HTS

Galeon isn't afraid to do things differently, as the 365 HTS proves. Available as both an open-backed hardtop or a fully enclosed coupé, it provides stiff competition for the likes of Sealine's S and C330. Like the latter it features a lifting aft window and side-hinged door to open the saloon up to the cockpit, but unlike Sealine's coupé, the Galeon doesn't have any outside

seating, just a big sunbed and a walkway to the bathing platform. Instead, the designers have sought to bring the outside in by maximising the size of the side windows and glass sunroof over the dinette and wet-bar.

The main galley is below decks next to a second lower dinette that runs athwartships across the beam of the boat. Two mirrors above the central

backrest slide apart to reveal access over the settee into the forward berth.

It's an interesting solution that makes good sense on the open model but there is an option to have a smaller dinette and bigger forward cabin which would probably make more sense for this coupé model.

The midships master cabin is a much better space with windows on both

sides and a surprising amount of headroom for a boat of this size.

Contact MGM Boats. Tel: +353 (0)1280 2020 Web: www.galeon.pl

AT A GLANCE

Length 37ft 1in (11.30m) **Beam** 11ft

3in (3.48m) Engines Single or Twin

Volvo D4/6 260-400hp **Top speed**

tbc **Price from** £201,213 inc VAT

HIGHLIGHTS

- Enclosed deck saloon
- Massive glass area
- Unusual cabin layout



Large windows and sunroof give the illusion of an open boat



Guests clamber over the dinette to reach the forward cabin



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Boarncruiser Elegance 1200

Boarncruiser has enjoyed good success with this new range, selling over 15 boats since the conception of the Elegance brand last year.

The range runs from 11m up to 17m and they all share a very similar blueprint of single-level living and year-round, practical usability.

The show boat was bolstered by a tasteful, modern interior that – when not trapped within the boat show – will be bursting with natural light thanks to

large saloon windows and an electric sunroof over the helm.

Below decks, there is space for two double cabins and a bathroom that is both ensuite to the master in the bow and functions as the day heads.

The show boat had a 150hp Volvo Penta diesel, making it good for a sedate 9 knots but there is a semi-displacement version available with an aluminium deck and wheelhouse and



Single level living is the key to the Elegance's appeal

twin D3 220s that will manage 15 knots. You can read a full test of the larger 1300 on p68. **Contact** Boarnstream. Tel: +31 566 600828 Web: www.boarnstream.com

AT A GLANCE

Length 39ft 9in (12.16m) **Beam** 12ft 10in (3.95m) **Engines** Single or twin up to 440hp **Top speed** 15 knots **Price from** €453,871 inc VAT



Curvaceous exterior lines are a far cry from traditional steel offerings

Sea Ray 400 Sundancer

The 400 Sundancer made its European debut at Düsseldorf with the unenviable task of challenging the impressive crop of home-grown talent on their home turf. The battle is made no easier by the 400's starting price of just under €640,000, but you do get a good amount of bang for your buck.

It is an incredibly spacious boat with the sort of comfortable, socialising-

focussed living spaces that American craft are so well known for and two very roomy cabins. The master cabin forward can be designed with either a walk-in wardrobe or an ensuite bathroom and the guest twin is large enough to have an optional third single berth at one end.

It's not the sportiest looking sports cruiser to have graced the

water but thanks to a pair of 480hp Cummins diesels on V-drives it should be swift enough. **Contact** Marina Marbella. Tel: +44 1489 576676 Web: www.searay.com

AT A GLANCE

Length 43ft 6in (13.3m) **Beam** 13ft 6in (4.11m) **Engines** Twin Cummins QSB 6.7 480hp **Top speed** 36 knots (MBY est) **Price from** €637,000 inc VAT



Tall proportions look better on the water than in an exhibition hall



Enclosed saloon feels very smart and spacious for a 40ft sports cruiser



Super-sized cabins and high level of finish compete with euro rivals



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www.cnb.fr

Delphia Escape 1150 Voyage

Polish brand Delphia caught our eye at the London Boat Show with its extraordinarily good value if basic Escape 950 and 1050 models. The all new 1150 Voyage is a very different beast and to our eye a much more appealing one. For starters, it looks much more purposeful than its smaller siblings with shades of the Jeanneau Velasco and Cranchi EcoTrawler in its upright wheelhouse and vertical bow. It has even got a stepped hull and the

option of single or twin engines with a stern thruster mounted on the underside to help with berthing manoeuvres.

The deep, sheltered cockpit features an aft bench with a hinged backrest that converts into a large double sunpad, while the doors into the wheelhouse fold aside to create a large opening into the wheelhouse. Wraparound glazing with a side door by the helm, a glass sunroof overhead and a drop-down window opposite ensure

there is no shortage of natural light or fresh air, and the galley aft layout with a flip-over navigator's bench dinette makes the most of the available space.

Most surprising of all are the two double cabins both of which seem considerably bigger, better and classier than you'd expect for a



The size and finish of the two cabins are pleasing for such a good-value boat

boat of this size and price. It's a bit odd that neither of the two bathrooms are ensuite to the cabins but the mere fact that you don't have to share with your guests is a luxury in itself.

Admittedly the build quality isn't quite on a par with a Jeanneau Velasco, let alone the Scandinavian all-weather heroes its styling emulates, but with an amazingly affordable starting price of just €125,000 ex tax, which its UK dealers say will come out at around £125,000 inc VAT and delivered to these shores, it doesn't need to be.

Contact Norfolk Boat Sales.

Tel: +44 (0)1603 781178

Web: www.delphiayachts.eu



Purposeful looks and an unusual hull shape push Delphia in a new direction



AT A GLANCE

Length 35ft 4in (10.8m) **Beam** 11ft 3in (3.45m) **Engines** Single or twin 225hp Volvo D3 **Top speed** tbc **Price** from €125,000 ex tax

Nimbus 405 Flybridge

This handsome craft is, quite simply, a flybridge version of the Nimbus 405 Coupé. The top deck itself isn't enormous but it has a twin helm position and a large enough dinette that it's possible to eat up here if the weather agrees. The compact dimensions also mean that the 405 retains its tidy looks.

One benefit of it being based on the coupé is that you still get the super practical decks with an asymmetric layout to give more space to the starboard deck, plus there is a side door

out to it so the skipper can easily help with crewing. Otherwise its business as usual with three cabins, lots of practical detailing and a typically high quality Scandinavian build.

Contact Offshore Powerboats. Tel: +44 (0)1590 677955 Web: www.nimbus.se

AT A GLANCE

Length 43ft 3in (13.2m) **Beam** 13ft 0in (3.95m) **Engines** Twin Volvo Penta D4 225/300hp or D6 370hp **Top speed** 35 knots **Price** from £468,860 inc UK VAT



Flybridge adds a fresh dimension to the versatile coupé model

Arctic Commuter 25

Based on the brilliantly successful Askeladden Norwegian commuter boat, the Arctic 25 is, essentially, a budget alternative to the Botnias and Sargos of this world.

Production is now in Poland and the reduction in build cost has been passed on to the customer because you can pick up one of these for as little as £80,000 including VAT.

Though the level of quality won't be troubling the likes of Botnia any time soon it does have a rather unique deck layout, which sees doors on both sides

of the wheelhouse as well as the usual cockpit patio doors.

It also has an excellent choice of single or twin engines and will reportedly hit 48 knots with a pair of 220hp Volvo D3s. **Contact** Arctic Boats. Web: www.arctic-boats.com

AT A GLANCE

Length 28ft 1in (8.55m) **Beam** 9ft 7in (2.95m) **Engines** Single or twin Volvo Penta up to 440hp **Top speed** 48 knots **Price** from €106,000 inc VAT



Proven Scandinavian hull design in an affordable Polish-built package

Every Sargo boat is built very solidly, without compromises. That's why her ride is anything but rough even in rough seas.

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SARGO

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YOURMBY

Have your say in print and online



Edited by Hugo Andreae

CONTACT MBY

Email mby@timeinc.com

Write Motor Boat & Yachting, 110 Southwark Street, London SE1 0SU

Praise for Penton

When I read Peter Lewis' question in your March issue, enquiring which boat sales company to deal with, I immediately thought of Penton Hook Boat Sales. Lo and behold you did too, and recommended them in your reply. We bought our second boat, a Nimbus 310, from them. It's perfect for the Thames and the Continent. Over the past few years we've ventured to France, Holland and Belgium. Chris Manners (the manager) and Darren (the sales chap) gave us sound advice on things to look for and check out, as well as explaining the wording of deposits, as we'd had a problem with a deposit we'd already paid on another boat. Chris advised us to contact the Marine Federation and thanks to this we reached a satisfactory outcome. I can't recommend them highly enough. **Les Marriall**

I'm pleased you agree with our recommendation and even more pleased that you've found a boat that suits your needs so well. Good service deserves all the praise it gets. **Hugo**

STAR LETTER

WINS A BOTTLE OF PUSSEY'S RUM!

The official rum of the Royal Navy Association and the Royal Navy Sailor's Fund

Safehaven carry out some of the toughest sea trials we've come across



Missing Motorboat Association

My cousin and I are researching our family history and, in particular, our maternal grandfather, Cyril Joseph Horton MC who died in 1971. He had connections with the Yacht and Motorboat Association (previously called the Motor Boat Association) and we've no idea what became of it after his death. I came across a reference on Amazon of the YMBA Handbook, which he edited in 1938!

My cousin has some photos of him at an YMBA event and I know that he often went on boat

rallies, here and abroad. It seems strange to me that this organisation has disappeared without trace, would any of your readers be able to help? **Colin Marsh**

I'm afraid it's before my time but hopefully one of our loyal readers may be able to help. Please get in touch if you can. **Hugo**

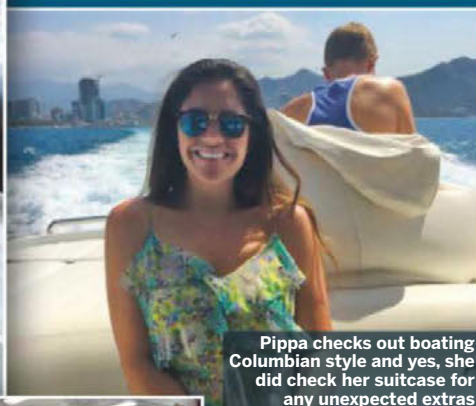
Oooo, Barracuda!

I've been reading your magazine for the last 20 years and it has always been a source of knowledge, pleasure and new ideas for me. Boat tests are one of my favourite parts of MBY, especially now you combine them with video clips. The Barracuda test in the February issue was particularly interesting as it demonstrated how a relatively small boat can still be absolutely safe in extreme foul weather. However, neither in print nor in the film do you tell us who was driving when the radar dome fell off! **Menelaos Tassopoulos**
I was always taught not to snitch on other people but I can tell you that it wasn't me! To be fair the helmsman did nothing wrong, it was just a very big wave, and the whole point of Safehaven's rough weather sea trials is to flag up any weaknesses before their customers do. I wish every boatyard were so thorough! **Hugo**

Now that's what I call a proper pair of engines



Pippa checks out boating Columbian style and yes, she did check her suitcase for any unexpected extras



BEHIND THE SCENES

The shots the MBY team would rather you didn't see



The only room on the Princess 30M that Hugo is ever likely to feel at home in



One Miami show exhibitor resorted to extreme measures to stop brand manager Jane talking

Some airlines confiscate lifejackets, as Helen Coleby discovered





Winter whites Loren Diaz took this snap while enjoying a quiet moment at this peaceful marina in Galicia

YOUR PHOTO OF THE MONTH

Wins a hand-held Icom IC-M23 Buoyant VHF Marine Transceiver worth £165! Send your best photo to us at mby@timeinc.com



ICOM

In flight fright

A few years back I was taken by surprise when told I wasn't allowed to bring a lifejacket on a flight to Alicante. My husband and I had recently moved our boat over there and were keen to stock it with our own (carefully selected) lifejackets. I hadn't given a second thought to the possibility this would be a problem, so I read with interest your 'Truth about' article last month that explained how the pressurised carbon dioxide canisters in lifejackets are actually classified as dangerous goods. This is something I feel other boaters should be warned about as it cost us two perfectly good lifejackets! Well done MBY for bringing this to people's attention. **Helen Coleby**

I'm sorry to hear you were caught out by this rule. Hopefully our article will prevent it happening to others. **Hugo**

A reckless passage

After many months thinking about an article in October's MBY, I'm finally writing to comment on the column 'I'll never forget the day', by Mr Jan Van Der Meer. It's fair to say I'm a bit of a risk taker with my own safety. I think nothing of jumping my PWC 20ft out of the water. However, I'd never do what Mr Van Der Meer did. Having a skeleton crew for a 70ft vessel in a sea state that would take him from 9 to 22 knots and waves of 15-20 feet was incredibly dangerous. To then get a vibration on one engine and not investigate is just reckless; engines do not vibrate for no reason. He admits his ability to navigate freely was hindered and narrowly avoided a collision with a vessel which had right of way over him.

Then he says he wasn't even wearing a lifejacket! His story proves you may have the money to buy a nice boat but you can't buy common sense!

Simon Allan

I take your point but I don't think he meant to get caught out in those conditions and decided that stopping to investigate was more dangerous than struggling on. **Hugo**

NEXT ISSUE...



If you think this looks cool, wait until you see the interior! Read the full refit story next month...

ON SALE APRIL 7

Custom Yacht special 32 extra pages of 70-130ft sea trials, yard profiles, radical refits and cutting-edge concepts

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FORUM CHAT

Is 62ft too big for the UK?

Omegaelite asks I have a Fairline Targa 47GT but would love something bigger to take further afield than the Solent. I've fallen in love with a Fairline T62 and Princess V62 but am being told 62ft is too big for most marinas, is this true?

Lisilou says It will certainly limit any spontaneous visits to marinas. We have friends who were considering moving up from their 52 but berthing limitations was a key factor in their decision not to. Don't know about you but we usually decide pretty much on the day where we fancy going, unless of course it's a longer trip when we'll have planned ahead.

Admillington says We have a 58ft flybridge in the Solent and getting in places isn't a problem, providing you think about what you are doing earlier in the week and book up. I agree that 62 is the next step up and the difference is huge, both in terms of accommodation and seakeeping. The T47 is a great boat and one of Fairline's most successful, therefore easy to do a part ex. I would suggest you speak directly to James Barke of Boats.co.uk as they have some T62s and, as a Princess dealer, he can get you on a V62 as well.

Rubberduck says We looked at going bigger with a view to berthing in St Kats during the winter and using it as a floating hotel for shows etc. St Kats said at that size they could not guarantee a space, even if we took it on an annual basis, so we stuck to 43ft.

mikeF says Handling is another issue to think about. I'm assuming that your SWMBO will handle lines and fenders; those will be quite a bit heavier on a 62 footer. When you've got a 60ft+ boat things becomes less impulsive and more like an exercise in military planning, with pre-booking berths, planning marina entries/exits and briefing crew about mooring manoeuvres. Sometimes it's less fun than a smaller boat. Certainly the difference in volume between a 47ft and 62ft means the boat feels more like a large apartment than a small caravan. If you're looking for more living space, have you considered a flybridge boat in the 50-55ft range?



S330

S450

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www.sealine.com

The itinerary started with south-east Greenland, followed by the east coasts of Canada and the USA, and the inner Caribbean. They returned via West Africa



CUMBERLIDGE ON CRUISING

PETER CUMBERLIDGE: *Today's superyachts have the capabilities to travel the world and explore exotic ports, but do the owners have the pioneering spirit of old?*

The new Sunseeker 131 certainly turned heads at the London Boat Show, with her three spacious decks, stunning design and sumptuous cabins. Even before the show, several had already been sold.

Gazing at the sleek profile across a chilly Royal Victoria Dock, I wondered where these opulent motor yachts would end up and how they'd be enjoyed by their astonishingly wealthy owners.

I couldn't help dreaming about the enviable potential for travelling in style to faraway places, and I rather hoped these powerful, inspiring ships wouldn't spend all their lives tethered among rows of superyachts in glitzy marinas. A long-legged vessel like this, I mused, should really be roaming parts of the world you simply wouldn't otherwise reach.

Such reflections came to mind because I'd just been re-reading one of my favourite cruising books, *Atlantic Circle*, published in 1938 by Blackie and Son. This fascinating period piece by Walter Guinness, the 1st Baron Moyne, describes an amazing voyage anti-

clockwise around the North Atlantic aboard his motor yacht *Rosaura*. The itinerary started with south-east Greenland, followed by the east coasts of Canada and the USA, the inner Caribbean and the northern seaboard of South America. They returned via West Africa.

Admittedly *Rosaura* was 273ft overall, just over twice the length of a Sunseeker 131, though in his introduction Lord Moyne deprecatingly calls her a yacht of just 700 registered tons. *Rosaura* was in fact converted from a cross-Channel ferry built in 1905 for the Newhaven-Dieppe route. She was originally powered by three direct-drive steam turbines which gave up to 22 knots, close to the Sunseeker's maximum. But for cruising, *Rosaura* was re-engined with two 8-cylinder Atlas diesels producing a steady 15 knots – 360 miles a day.

Although the book doesn't explicitly mention standards of luxury aboard, there seemed to be plenty of staff. Most of Moyne's aristocratic companions were accustomed to considerable comforts at home. The Prince of Wales had been a guest and Winston Churchill, never one to rough it, relished Mediterranean

jaunts aboard *Rosaura*.

Yet Moyne had an active military background and was obviously pretty hardy. Indeed the impetus for his voyages was partly scientific and expeditionary. His Atlantic circuit had the objectives of studying extinct Norse settlements in Southern Greenland and collecting ancient pottery from Central American cultures.

Rosaura's party also collected zoological specimens, dead and alive. On an earlier Pacific cruise, with Clementine Churchill as a guest, Moyne brought the first living Komodo dragon back to Britain! All this was fresh in my mind when I saw the gleaming Sunseeker 131 straight from her yard. And although boats like this naturally spend much of their time on display, it would be nice to think of one or two being used in more creative, even Moyne-like ways, however eccentric. **MSY**

Rosaura on the final approaches to New York



Where will the Sunseeker 131 and its owners explore?



Rosaura set the exploring bar high with an expedition to Greenland





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“Many moons ago, high-tech boatbuilding equipment was uncommon and therefore expensive. But that’s no longer the case



TESTING TIMES

DAVE MARSH: *Does the physical location of where a boat is built really matter in our multinational world, or can the onward march of technology bring things back to basics?*

This year, among the banter that fills many an hour at the London Boat Show, the dialogue that cropped up most often was about the outsourcing of the boatbuilding process and how that affects the true character of a builder’s boats. The discussions arose because of the frequency with which boatbuilders are subcontracting the building of their boats to foreign countries, most notably to Poland. Just like a car, the spirit of a boat is difficult to quantify. Does the fact that Rolls Royce and Bentley – those two most British of carmakers – are now both German-owned (by BMW & VW respectively) mean that their souls are intrinsically less British? How about if their cars were made abroad too? My conversations suggested that boatbuilders who have remained loyal to their country of origin think the answer is definitely yes. No surprise that the converse is true for those who happily outsource.

Manufacturing is now so multilayered and multinational that I don’t think there is a right or wrong answer. Occasionally, the import duties levied on luxury goods by a particular country are so punitive that the only possible way to sell a boat locally is to build in the country in question. Otherwise, though, my surprise is that long-established boatbuilders still need to consider moving abroad at all.

Engines often represent a huge chunk of the cost of many powerboats, and our percentage expenditure on extras and luxury wares inside continues to rise. So with astute design, the proportion of the final ticket price that the cost of shop floor labour represents can be remarkably small, and thanks to the onward march of technology it is dropping all the time. Bavaria is a great exemplar here. Its German base is hardly the European capital of low wages. Yet although its standard of finish has rocketed over the last decade, especially during the last two years, its prices appear more competitive than ever. It can only have achieved this by the intelligent use of high-tech manufacturing, plus just-in-time supply

Are computers taking the heart and soul out of boatbuilding?



that would impress the Japanese. I’ve been told that its engines have to be delivered on a particular day, with no packaging whatsoever, to a specific location in the factory, where said engines are lowered directly on to their beds.

Many moons ago, high-tech boatbuilding equipment was uncommon and therefore expensive. But that’s no longer the case. The five-axis milling machines designed to create moulds are no longer the million-pound spends they used to be. Plus, their accuracy is so great that one builder I know bought a small cheap machine and simply manufactures the components for his moulds (hulls and decks and internal modules) in four small quadrants and then joins them together. I’m told that the robotic controlled machines that apply lacquer to furniture parts are not cheap. However, the CNC machines that cut the vast majority of the world’s boatbuilding cabinetry out of sheets of veneered plywood are not prohibitive. Boatbuilder’s brochures

may still contain emotive pictures of gnarly craftsmen lovingly cuddling bits of wood, but in reality CAD (computer aided design) and CAM (computer aided manufacture) utilised in full is able to reduce their roles to that of speedy assembly and final finishing.

Scandinavian countries do face a greater challenge because of their exceptionally high taxes and labour costs. However, their strong currency means that the necessary high-tech equipment will appear cheaper to them than their currency-weak counterparts – maybe that’s why Ikea still only makes 22% of its stuff in China.

I’d like to think (admittedly naively) that the decision about whether to outsource production overseas or continue to build in the country of origin is not entirely profit driven. Sunseeker, for instance, might eventually decide to move its production to China, but I hope not. For me, that would be akin to Ferrari moving to Poland. **MBY**

2 Shows, same location, same date: Palma de Mallorca, 28th April – 2nd May 2016



&



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Yes I know you get a single photo for free and you have to pay a few quid for extra ones, but a single blurry front-on shot tells me precisely nothing



THE BORN AGAIN BOAT OWNER

NICK BURNHAM: *It's surely simple sales technique and common sense yet why do some boat adverts insist on talking complete tosh?*

A friend of mine with a small business advertised a vacancy for a labourer. He was inundated with applications, so much so that he said it was hard not to start dismissing what might be perfectly suitable candidates for entirely spurious reasons. Bad hand-writing, bad spelling, bad grammar, all irrelevant from an employment perspective, yet a tempting way to thin the burgeoning pile of hopeful CVs.

Fortunately I don't have to be so even-handed, so here are the main reasons why what could be a perfectly good boat will never get to my interview stage.

Adverts that begin 'Here we have': It's all a bit too 'eBay try on', and it's an expression that makes my teeth itch. 'Here we have' is as far as I will ever get through an advert thus begun.

Fundamental errors: A Mercury 150hp outboard 'diesel'? Really? If you can't fill in something as abundantly simple as the fuel source (from the bewildering choice of exactly two options) I have no faith in anything else you have written. (You would be astonished how many 'diesel' outboard-engined speedboats are for sale.)

Badly presented boats: The engineroom is six inches deep in dank green water that looks like a primeval swamp, the hatch is propped up with an old broom, there is a motley collection of half deflated fenders hanging dejectedly from the gunwale, half the upholstery is missing and it's filthy dirty. If that's how you present it for sale then I shudder to imagine how it looked before! I'll pass, thanks. (Well I say that, my boat didn't look much better when I first saw it come to think of it. Love really must be blind...)

Single photos: Yes I know you get a single photo for free and have to pay a few quid for extra ones on certain sites, but a single blurry front-on shot tells me precisely nothing. Photos are a major factor in the decision to invest time and money in travelling often quite some distance to view a boat. If you can't be

bothered to invest a little time and money in a few decent images then guess what that decision is going to be...

'Just needs': Overheats but 'just needs' a new thermostat? Won't start but 'just needs' a new starter motor? All there but 'just needs' the outdrive refitting? And you haven't done it prior to sale because...? I fear I'd find out the hard way if I bought it.

Obvious con attempts: I'd like to think that no one is interested in these, but they still appear with monotonous regularity, so someone must be. The bargain boat that doesn't really exist. As I type this, a perfect example is listed on a well-known web site that sells boats and engines – a 1991 Sunseeker Portofino 34 with twin Volvo Penta AQAD 41 200hp diesels for £9,900. Including, amusingly, a trailer... Yup, seems legit! I guess the scam is to ask for a £1,000 holding

deposit over the phone to secure this 'bargain'.

But just to save ending this month's column on a negative note, let me point you at my current favourite boat sales site, Gulfstream Marine Boat Sales, and in particular (if it's still there by the time you read this), an advert for a Sea Ray 335 Sundancer. The broker expends over 600 words (the length of this column) waxing lyrical about a Mercedes E55 AMG in the most heartfelt and entertaining way, and concludes by suggesting that if you feel the same way about the Sea Ray, perhaps you ought to come and see it. A fun read followed by masses of detailed information about the boat, loads of photos and even a decent little video. Now that is someone I could buy a boat from!

As to why I'm looking at boat adverts less than a year after buying mine? It's just a man thing, we can't help it. **MEY**

Just the sort of advert that should be binned, immediately!



North Brittany has no equal for summer cruising. Nowhere else in Europe does the sea meet such dramatic rocky shores in such an aesthetically pleasing way. From St Malo to L'Aber Wrac'h lie 150 fantastically indented miles of grand estuaries, peaceful rivers, picturesque harbours, friendly marinas and tiny islands. The whole scene is enhanced by the extravagant tides which change the shape and feel of the coastline almost as you watch.

At high waters you can nudge into 'green-tinted' bays with plenty of depth under your keel, or meander up winding rivers to snug inland basins. On coastal passages you can safely cut across charted

shoals or sneak inside reefs and islets. Low waters are even more enchanting, when many anchorages and inlets are perfectly sheltered by exposed rocks. You can lie in idyllic lagoons, run the dinghy on to clean sand and dabble among rock pools in nostalgic shrimping net bliss. Intricate estuaries open to the restless sea at high tide are cocooned by natural breakwaters around low, temptingly ripe for exploration.

Brittany seafood is a prime attraction. There are oyster and mussel beds all along this coast, and in Paimpol Bay or the Morlaix River flat-decked shellfish barges are piled with delicious cargoes. Offshore, sturdy Breton fishing boats bring home the crabs, lobsters and langoustines expected on menus every day. In the Bay of St Brieuc they harvest succulent scallops. >>>

An aerial photograph of a coastal town in Brittany, France. The town is built on a green, hilly landscape with numerous white houses and a church with a tall spire. A large, curved harbor filled with many sailboats is visible. The water is a deep blue, and the sky is overcast. The title 'GRANDE BRETON' is overlaid in large white serif font at the bottom of the image.

GRANDE BRETON

It's well worth making the leap across the Channel – Northern Brittany has a charming coastline bursting with character

Text: **Peter Cumberlidge** Photos: **Peter Cumberlidge & Alamy**



All these delights are easily accessible from our own South Coast, particularly via Cherbourg and the Channel Islands. First-time visitors will find North Brittany's spectacular seascapes astonishingly unlike home, while regulars are always grateful that these stunning cruising grounds never seem to change.

ST MALO

The glorious bight between Cap Fréhel and the Rance is Brittany's finest landfall. Fréhel encloses this stretch in a kindly way, sheltering a string of inlets and bays looping down to the spires and skyline of St Malo. From well offshore Cézembre Island is a distinctive smudge, and as you draw closer the rocks and beacons take shape around Grand Jardin lighthouse. On a sunny day, gleaming beaches beckon a welcome and you see sails in all directions.

St Malo and its old walled town are famous North Brittany stars, so to arrive here with your own boat is always exciting. Tall stone houses look out from the ramparts, their steep pitched roofs and high chimneys unmistakably Breton. Opposite St Malo, the traditional resort of Dinard has a quaint Belle Époque flavour, with its jumble of seaside hotels and rambling family villas.

ST MALO MARINAS The outer marina near the ferry terminal has a wide access period across a low sill. The tide can flow strongly through the entrance, so be careful coming in. While this basin is handy for fuel, or shopping in the colourful quarter of St Servan, I prefer to lock into the docks and use Port Vauban Marina, next to the walls in the heart of St Malo. These pontoons were renewed and significantly extended last year. The lock works two hours each side of high water, but go through near high if you can – it's easier for the lock crew to take your warps.

ASHORE IN ST MALO Port Vauban is near the main town gate. Inside is a line of restaurants beneath the east wall and lively Place Châteaubriand with more bistros and bars. Keep straight along Rue St Vincent to reach a basement supermarket on your right. From the top of this road, stroll west to the market square which has a good boulangerie on the corner and a fish shop

TOP EATERY
Restaurant de la
Porte St-Pierre is on
the west side of town
in Place du Guet



The inner pool at Binic – not accessible to visiting boats but worth exploring on foot

nearby. It's fascinating to explore St Malo's warren of cobbled streets, especially very early when the place is quiet. You can walk around the ramparts for panoramic estuary views.

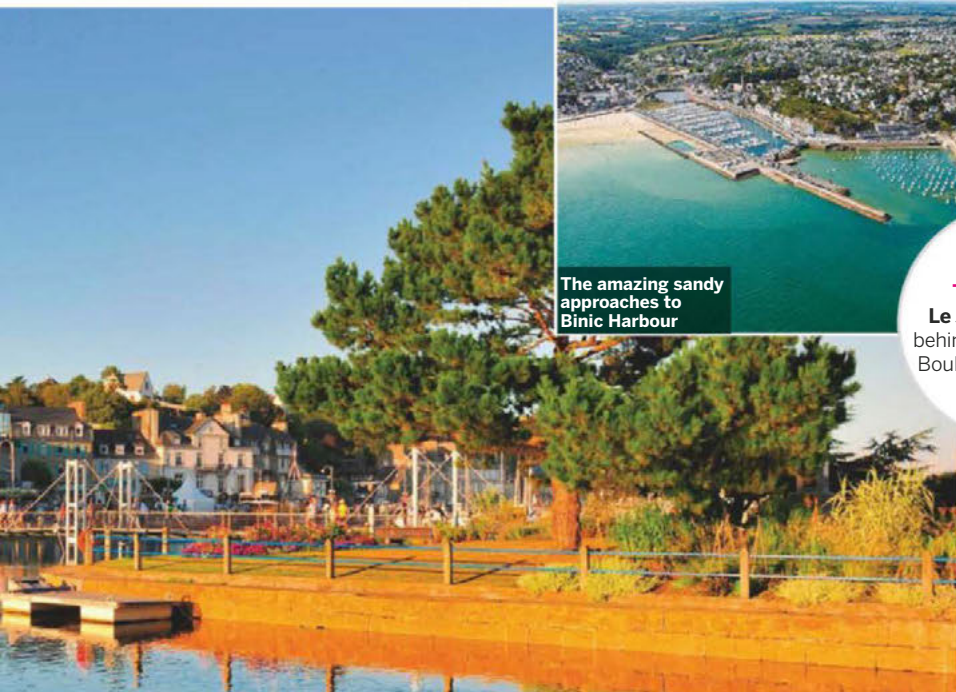
RIVER RANCE

Entered a mile above St Malo, the beautiful River Rance is a North Brittany jewel. The Rance is dammed by a tidal generating barrage with a lock on its west side. Easy to negotiate, the lock opens on the hour for ingoing boats, usually four times each side of high. Beyond it lies a magical world of wooded banks, sleepy hamlets and manor houses built by wealthy corsairs in St Malo's privateering heyday.

Tall stone houses look out from the ramparts, their steep pitched roofs and high chimneys unmistakably Breton



St Malo breakwater and the elegant old town walls



The amazing sandy approaches to Binic Harbour

TOP EATERY

Le Jardin Délice is behind the seafront on Boulevard Duponchel in St Cast

office, or borrow electric bikes for shopping. Plouër is a useful stop for boats venturing further upstream to Châtelier lock and the restful medieval town of Dinan.

ST CAST

Eight miles west of St Malo, St Cast has a soothing atmosphere and a smart all-tides marina. You lie below a Riviera headland of soft pines and villa gardens, looking towards a crescent sweep of beach. A promenade snakes around the shore into town, which has food shops and plenty of cafés. Above the marina, a coast path leads west around a huge oyster bay to a picture-book fortress on Pointe de la Latte.

BAY OF ST BRIEUC

West of Cap Fréhel you pass several miles of offshore reefs straggling out from Erquy. Then St Brieuc Bay falls away south before curving up to the popular resort and marina at St Quay-Portrieux. You approach St Quay north or south-about another expanse of rocks and shoals – well marked and straightforward. Many boats reach St Quay directly from Guernsey or Jersey (45-50 miles).

ST QUAY MARINA With its back to westerly winds, St Quay's Port d'Amor Marina is a great stop for family crews. There are plenty of bistros and trendy shops, and the town fringes an old drying harbour with a real bucket-and-spade beach. In calm weather you can take a reasonable sized dinghy round to a good swimming beach north of the marina opposite the casino.

BINIC This amiable seaside town has a cosy inner marina reached near high water across a mile of drying sand. At springs the gate opens for two hours before high, at neaps only an hour. Inside, you berth to starboard at a visitor

TOP EATERY

À la table de Margot
Opposite Binic church; unassuming outside, scrumptious within

There are sheltered bays with moorings and slips where locals rumble their dinghies up and down. The Rance widens past St Suliac village and an S-bend leads under two high bridges before you reach Plouër-sur-Rance – one of the most charming marinas in France.

PLOUËR-SUR-RANCE Tucked into a rural creek, Plouër Marina hides behind a low dam which was once part of a tide mill. The gate isn't as narrow as it looks and largish boats get in here – a Princess 55 and Broom 50 are regular visitors, so keep your nerve provided the green light shows. The village is a pleasant stroll up the hill, with a butcher, boulangerie, Super-U and two restaurants. You can order morning bread and croissants from the marina

PILOTS AND GUIDES

North Brittany and Channel Islands Cruising Companion by Peter Cumberland (www.fernurstbooks.com)
Channel Islands, Cherbourg Peninsula and North Brittany by the RCC Pilotage Foundation (www.imray.com)
Secret Anchorages of Brittany by Peter Cumberland (www.imray.com)
Channel Waypoint Guide by Peter Cumberland (www.imray.com)
For tide times and streams use *Reeds Nautical Almanac 2016* (www.reedsnauticalalmanac.co.uk)

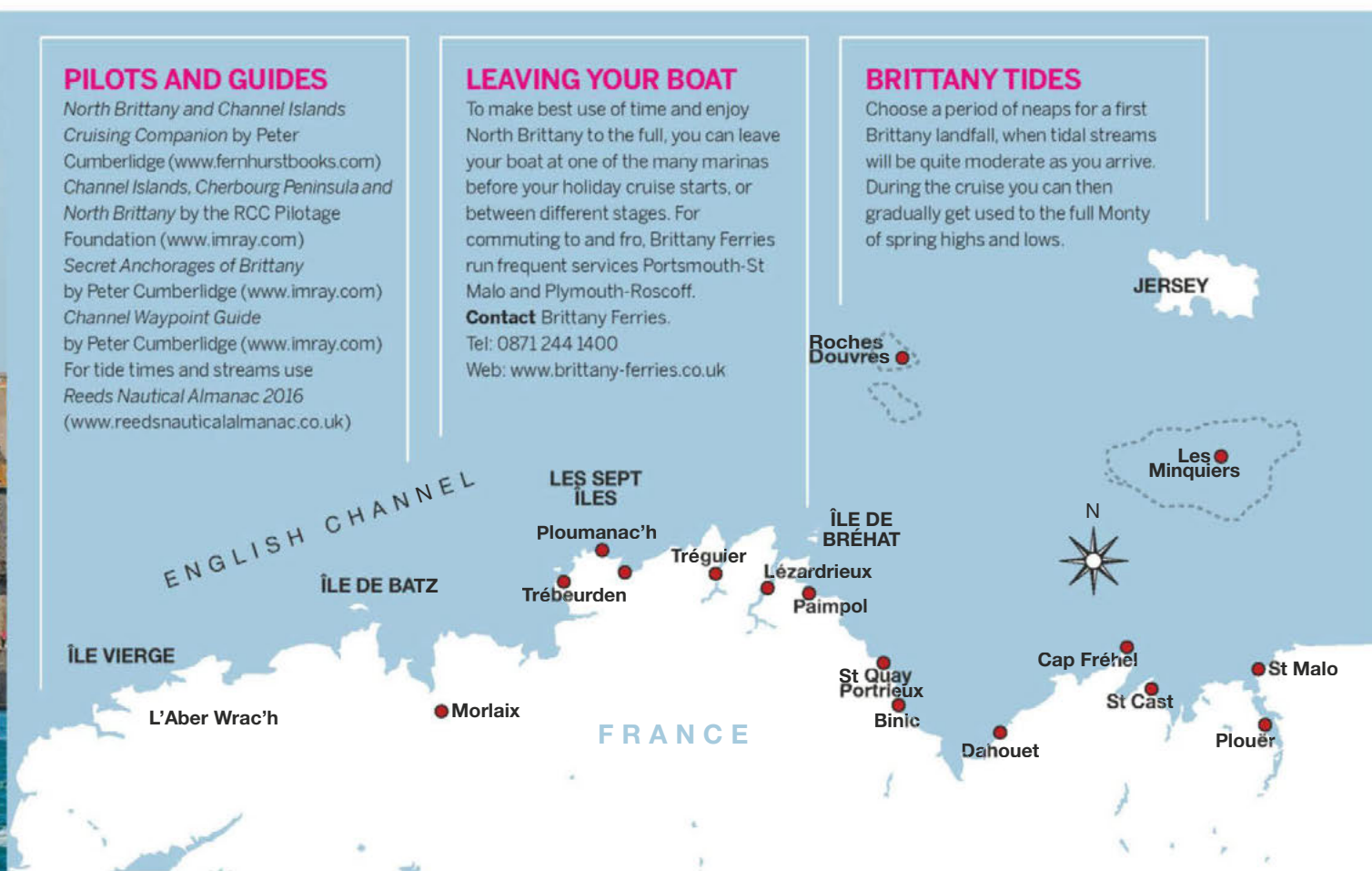
LEAVING YOUR BOAT

To make best use of time and enjoy North Brittany to the full, you can leave your boat at one of the many marinas before your holiday cruise starts, or between different stages. For commuting to and fro, Brittany Ferries run frequent services Portsmouth-St Malo and Plymouth-Roscoff.

Contact Brittany Ferries.
Tel: 0871 244 1400
Web: www.brittany-ferries.co.uk

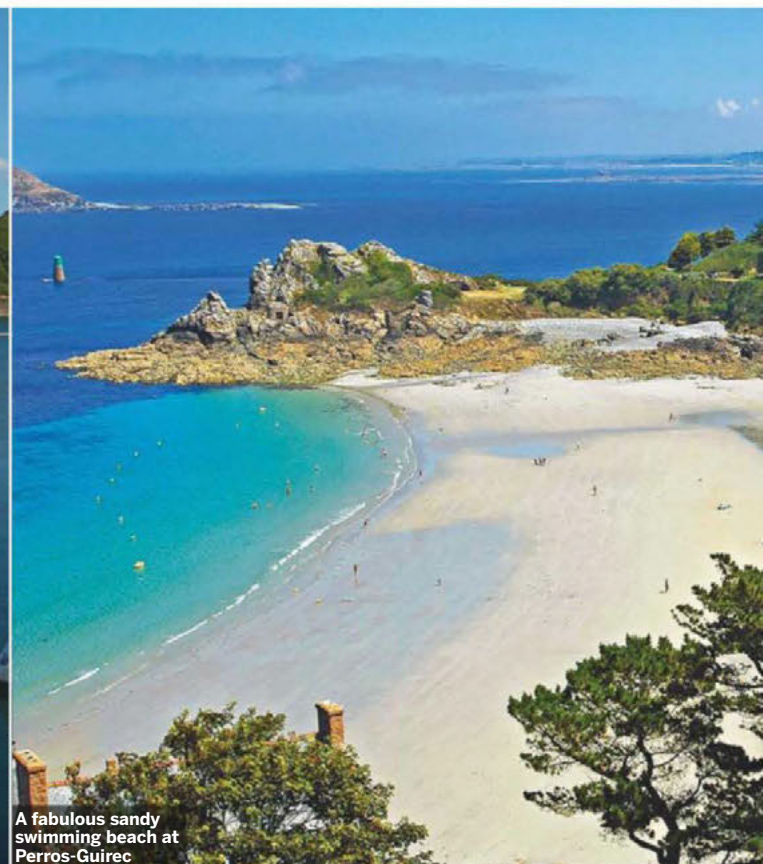
BRITTANY TIDES

Choose a period of neaps for a first Brittany landfall, when tidal streams will be quite moderate as you arrive. During the cruise you can then gradually get used to the full Monty of spring highs and lows.





The popular river marina at Lézardrieux



A fabulous sandy swimming beach at Perros-Guirec

pontoon against the quay. Gazing seawards at low springs, it seems impossible that the tide can ever return to Binic. But it always creeps back across the flats to float the boats in the outer basin and open the gate again to a flurry of yachts.

PAIMPOL Ten miles north of St Quay, Anse de Paimpol is a magnificent gulf which at springs dries to the horizon. Inside the trim square tower of L'Ost Pic, the setting is quintessential Brittany. To starboard there are rocks everywhere, not hostile fangs but friendly breakwaters stretching north and west towards Île de Bréhat, just visible over the top. At the head of the bay, Paimpol is clustered round a sizeable harbour accessible 2½ hours each side of high water.

The outer anchorage has oyster bed withies all around and any breeze carries the salty tang of shellfish. You can start approaching the pierheads above half flood and the visitors' pontoons are straight ahead through the lock. Mellow stone waterfronts glow in the sun and the town has everything you need close to hand.

TOP EATERY
Crêperie Penn Ty,
hidden behind the
harbour in the cobbled
Rue des Huit
Patriotes

THE TRIEUX ESTUARY

The fabulous north corner of Brittany between Paimpol Bay and Les Héaux lighthouse is often the first destination for boats cruising down from Guernsey. It's about 40 miles from St Peter Port to the west side of Île de Bréhat, a low, pink granite island forming the hub of the Trieux estuary. Although the main entrance channel is wide and deep, reefs extend four miles out from Bréhat and the cross-tides can be powerful. Summer haze is common, so set careful waypoints all the way in.

The satisfaction of arrival is out of this world as you converge with Bréhat's amazing sculpted coast, scattered with cottages and fringed with islets and beacons. You pass the Rosédo white pyramid and a miniature chapel on a rocky mound. Away to starboard, beyond a chaos of granite, the tall slim lighthouse of Les Héaux guards the north tip of Brittany. Ahead you see La Croix's white tower with its bright red top, and then the shy mouth of the river.

UP TO LÉZARDRIEUX This timeless, fast-flowing river has high wooded shores with some enviable houses among the trees. There are moorings either side and you pass an oyster farm in an old mill pool. The fairway narrows between Perdrix green beacon and

TOP EATERY
Auberge du Trieux
is left at the end of the
square and up at the
crossroads

a steep islet before an open stretch with Lézardrieux quay and marinas to starboard. Ahead is a detached pontoon, a good temporary berth if the tide is strong because it's safest to approach the outer marina near slack.

Ashore is a sociable yacht club with a brasserie-bar. A road winds up to a rather noble Breton church and a generous village square with two bakers and a butcher. There's a Utile supermarket past the square. At noon the haunting church bells echo across the river, downing all tools for lunch.

VISITING BRÉHAT This exquisite retreat is really two islands separated by the almost drying inlet of La Corderie. To visit Bréhat, make for the Rosédo white pyramid and anchor just into the mouth of Corderie. This idyllic spot is best between springs and neaps, when you have reasonable low tide depth but are still well enclosed by rocks and islets at high water. Landing at the beach you can follow sandy tracks north to craggy Pointe du Paon or south to the village. Scramble up to St Michel chapel for wonderful estuary views.

TRÉGUIER RIVER

From the Trieux you can cruise round to Tréguier inside Les Héaux lighthouse, which near high water is simpler than it looks on the chart. Head NNW from the Rosédo white pyramid, keeping it in line astern with Bréhat chapel. Leave a green tower and two east-cardinal beacons close to port before curving inside Les Héaux through Passe de la Gaine, marked by red and green spars. Entering the Tréguier estuary by the back door, you then follow the buoys and beacons upriver. I like to anchor for a night off Roche Jaune village before meandering up to Tréguier an hour or two before high water.

TRÉGUIER This historic Breton town has a fine cathedral whose slim pierced spire peeps round a bend as you arrive. Tréguier Marina is sheltered, but strong tides run through the pontoons and you should enter or leave near slack water. The town centre is a treasure-trove of medieval timbered buildings leaning across the cobbled streets and alleys. The cathedral is up in Place du Martray the lively main square fringed with cafés and shops. If you like local museums, Ernest Renan's house gives a flavour of the traditional culture of small-town Brittany.

TOP EATERY
Auberge du Trégor
is off the cathedral
square in Rue
St Yves



L'Ost Pic Lighthouse guards the approaches to Paimpol Bay



Île Biniguët and Île de Bréhat in the stunning Trieux Estuary

Photo: Hemis / Alamy Stock Photo



TOP EATERY

La Crémaillère is a half-hour stroll up the hill in Place de l'Église

PERROS-GUIREC

Perros is a chic resort a dozen miles west of Tréguier entrance, with a laid-back marina at the head of a shallow bay inside Île Tomé. There are waiting buoys below the west headland, where comfortable villas look out between clusters of pines. You can reach the drying outer harbour above half-tide and enter the marina gate (6m wide) near high. Perros majors on summer pleasures and has some notable restaurants near the marina and up in the bustling town centre. From Place de l'Église you can stroll north-west to the fabulous Trestraou beach.

PERROS TO TRÉBEURDEN

Cruising west from Perros, you keep inside Les Sept Îles before curving south-west and then south towards Trébeurden. Three miles from Perros you pass a low granite headland, where a gap in the rocks leads past an ornate château to a skimpy channel and the delightful harbour pool at Ploumanac'h. In quiet weather around high water it's worth nudging in here for a look.

TRÉBEURDEN The channels and golden beaches around this gentle holiday town are sheltered by a necklace of islands, including Île Molène to the west and Milliau to the south. Trébeurden Marina has a wide access window, so you can enjoy lazy summer days pottering

The old tide mill and Kerpont Passage west of Île de Bréhat



Photo: travellinglight / Alamy Stock Photo

**TOP EATERY**

Hôtel Ti-Al-Lannec
behind the marina
overlooking Tresmeur
beach and
Île Milliau

around this mini-archipelago. North of Trébeurden, the sandy shores are fringed with fragrant pines and mimosa. Low islands and reefs straggle west from Île Grande, filtering out swell.

You can anchor off a paradise beach on Molène's south-east side, and the shallow leads around Île Grande are perfect for exploring in the dinghy near low water.

ROSCOFF AND MORLAIX

Not far west of Trébeurden, the Bay of Morlaix is North Brittany's grandest river approach, six miles across from Primel to Roscoff. From offshore the ragged prospect of rocks, islets and beacon towers looks almost impenetrable, but well-marked channels take you to the estuaries inside. The relatively new marina at Roscoff is an ideal base for discovering this area.

**TOP EATERY**

L'Écume des Jours
is just before Roscoff
town centre near the
old lighthouse

ROSCOFF MARINA Next to the Brittany Ferries terminal, this all-tides marina has excellent facilities and a waterside café. Entry is controlled by lights when ferries are manoeuvring, but otherwise drive in from the north. Try to arrive or leave at slack water because a strong current can run past the visitor berths.

Roscoff town and its drying harbour are a 20-minute stroll. Here you can take a ferry across to Île de Batz and wander its delightful coast and country lanes.

UPRIVER TO MORLAIX Leaving Roscoff two hours before high, you can follow the estuary and narrowing river five miles inland to the basin at Morlaix, a historic Breton town in a steep-sided valley crossed by an impressive viaduct. In season, a dory will shepherd you from the lock to a visitor pontoon near the yacht club. Morlaix feels old and very French, and the market square has some fine medieval houses.

WEST TO L'ABER WRAC'H Cutting inside Île de Batz near high water, you then have 25 miles skirting a low rocky coast to L'Aber Wrac'h, beyond the soaring Île Vierge lighthouse. Although it

**Picturesque Île Louet
at the mouth of the
Morlaix River**

**TOP EATERY**

La Reine Anne
in Morlaix old town is
off Place Allende
in Rue du Mur

sometimes looks austere, I've always liked this wild, far-flung estuary on the Atlantic edge. The approach starts at Le Libenter west-cardinal buoy and you are soon enclosed by reefs without really noticing, with vistas of small grassy islands and enticing sounds in all directions.

The marina in La Palue village has long outer visitor pontoons. Ashore is a convivial yacht club, the Café du Port, a couple of crêperie-bistros and a Chandler. The nearest town, Landéda, is 2km inland through country lanes. Most boats hurry on from L'Aber Wrac'h too soon, but connoisseurs linger to explore its secret bays in the dinghy, landing on empty beaches of soft white sand. You can survey the scene in advance by walking up behind the marina to the old semaphore station, built in 1861 for signalling out to sea. From here you can enjoy fabulous views across the estuary towards Île Vierge and its 250ft lighthouse. **M57**

**The snug and very
Breton locked basin
up at Morlaix**



Photo: John Bentley / Alamy Stock Photo

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JETTEN *50 MPC-FLY*

Modern GRP styling combined with the strength of steel means the Jetten offers the best of both worlds

Text: **Jack Haines** Photos: **Paul Wyeth**





The Jetten yard, based in the Dutch boatbuilding heartland of Sneek, is an interesting enterprise. Founded in 1997 by the Jetten brothers Sander and Marcel, the yard originally acted as a sub-contractor to complete the build of boats on behalf of other boatyards. By the turn of the millennium it had progressed to designing its own range of traditional steel cruising boats, then in 2006 it launched its handsome Bommelaer range and in 2009 it collaborated with Italian yard Gamma to build luxury motor yachts of 22m and above.

However, on these shores the Jetten name is still associated with very traditional steel aft cabin cruisers best suited to inland cruising, which seems unfair when you consider the breadth of craft it builds. And that's before we get to the most rounded and interesting of them all, the 50 MPC-Fly. Available with or without a flybridge, the MPC range has the looks, space and offshore capability of a regular fibreglass cruiser but with the inherent (Category A) toughness that being built from steel brings to the table. Until you step on board and knock on the structure or lift a locker lid you're unlikely to be able to tell that this is a boat made of metal.

SHOOTING THE BREEZE

The engine choices are simple on the flybridge model – either twin 170hp Vetus (as fitted to our test boat) or a pair of 370hp FPT motors if you want to venture offshore. The refined, low-revving Vetus engines are good for a top speed of bang on 10 knots and a relaxing, fuel-efficient cruise of 8.5 knots where the combined fuel consumption is just 30lph.

The driving experience is just what you would expect from a steel boat weighing in at around 25 tonnes with a reasonable keel section. It tracks as straight as an arrow through the marina and is a very relaxing boat to drive with a docile nature, although the

steering is typically ponderous. The only quirk is its stubbornness to turn on just the engines thanks to the aforementioned keel, you really need to get the rudders involved if you want to change direction with any verve.

Cruising in Holland is as much about the journey as it is the destination. Hence why the flybridge of the MPC is designed as it is, with lots of seating grouped in an arc around the helmsman who sits in the middle of the top deck. The size of the flybridge falls well short of fibreglass rivals but it comes into its own when the boat is moving along because the design allows everybody to sit together, along with the skipper, to eat, drink and chat.

With the flybridge being on the small side Jetten has worked hard to make the most of the other deck spaces, specifically the foredeck and cockpit. Moving around the 50's decks is safe and easy thanks to tall toerails, wide side decks and high guardrails that lead you all the way back to the cockpit. Sweeping along at a relaxed 8 knots you are far more likely to use the bow area when the boat is in motion, so this ease of movement forward is important. The centre of the coachroof is dominated by glazing for the VIP cabin but either side there is a sunpad with an angled backrest.

You can access the cockpit on both sides from the bathing platform, which is always useful as it means you have options when stowing the tender, and Jetten has made the most of the dinette by using curved seating as opposed to a straight bench. You can sit at least another two guests in comfort without having to break out the director's chairs.

The bathing platform is also where you gain entry to the machinery space, as well as through a quick access hatch in the cockpit sole. Lift up the square of glazing set into the transom and you are confronted by a truly enormous storage and machinery space. There is room for the generator, batteries, washer/dryer and watermaker as well as bags of room for general storage of bulkier items such as fenders and folding bikes. A watertight door in the forward bulkhead then leads through to a

SEE THE VIDEO



mby.com/50mpc

The master cabin is a real treat, mainly thanks to the amount of headroom provided

spacious and well-engineered engineroom, which, with the smaller blocks of the Vetus motors in place, has an especially impressive amount of space to move around.

If you would rather have a twin crew cabin and bathroom aft you can but, if you are going to run this boat without crew, the storage would be far more useful on longer cruises than the extra berths.

BRINGING THE OUTSIDE IN

Though a raised lip on the threshold creates a small divide between the cockpit and the saloon, the bi-folding doors do a great job of opening the interior up to the outdoors. The galley has an interesting configuration that sees two small counter units aligned one in front of the other with a space in between to stand. The aft one contains the sink and the one further forward the hob, with various storage solutions built into each. It's a clever use of space that not only makes the galley easy to use when the boat is moving – as you can wedge yourself in – but also means you can stand and face into the saloon or out to the cockpit, depending on where your guests are sitting.

The quality of the timber really stands out in the saloon, from the solid wooden latch that slides over the freestanding fridge door to keep it closed to the utterly brilliant mechanism in the dinette table that allows you to extend it to serve six people with one hand. There is an option to have a glossier cherry wood finish but I would stick with the walnut or go for the lighter oak, both look classy and far more contemporary than the slightly dated cherry.

The lower helm has a clear, unfussy arrangement with the major screens and controls split sensibly between the main dash and an overhead panel, which houses the controls for the optional Rotorswing stabilisers and an extra multifunction screen if required. The one surprise is the slick, white leather helm seat, which as well as being aesthetically pleasing has a backrest that pivots forwards to create a comfortable leaning post if you want

to stand at the helm in rougher conditions.

Though there is an opening window at the helm, it looks as if Jetten has the space to include a side door, which would make crewing the boat shorthanded that bit easier.

The cabin arrangement is pretty rigid but you get a spacious VIP cabin in the bow with a very stylish ensuite, which also acts as the day heads and bathroom for the third guest cabin. There's a great mix of colours and materials in both bathrooms, from the timber units to the mosaic-effect tiles and deep, curved sink, and it looks like real thought has gone into the design. As our test boat showed, there is some license to play with the layout of the third cabin with its study and Pullman berth arrangement.

The midships master cabin is a real treat, mainly thanks to the amount of headroom provided. The strength of steel means you don't need the elaborate strengthening structure of many GRP boats so the yard could build a long way down into the hull. The double berth is angled across the cabin, so both occupants can walk around to their respective sides of the bed, and the walk-in wardrobe and spacious ensuite wouldn't look out of place in a much larger boat. The only downsides I can see are the number of different steps and levels necessitated by positioning the cabin so low in the hull and a lack of natural light (compared to a modern GRP design), despite the strips of glazing in both topsides.

VERDICT

Personally I would like to reserve judgment on the MPC-Fly until we have had a chance to test the offshore version. It's one thing for a boat to work well in the sheltered surroundings of the Dutch waterways but offshore is another kettle of herring entirely. However, from the evidence of this test there is a lot going for Jetten's latest creation. It looks superb, it is handsome, purposeful and well proportioned, and the light blue hull paint looked great in the dazzling sun we had on test. In profile there is something of the classic Moonraker about it.



Split galley is a versatile arrangement and a clever use of space in the saloon



Double bed in the master is set low down in the hull so headroom is good all round



A CLOSER LOOK WITH JACK HAINES

TOP TABLE

You know how it usually takes two people, foul language and the loss of many fingernails to extend your table? Not so on the Jetten – the super-slick mechanism, after a little bit of practice, allows you to extend the table in seconds with just one hand.



HELM SEAT

As well as being stylish and in keeping with the cool decor in the saloon, the helm seat is comfortable for two to sit on and the backrest flips down to provide you with the perfect leaning post. In heavy seas it is great to be able to stand in front of the helm and support yourself against the seat.



MACHINERY SPACE

This area, accessed via a large hatch in the transom, can be specced as a crew cabin but if you're an owner/operator it is better put to use as a cavernous storage area cum machinery space. There is room for a generator and washing machine down here in addition to loose clobber like bikes and fenders.



Ensuite to the VIP is also the day heads



Top class finish in the heads




The VIP could use more storage around the berth

ENGINE ROOM

Access to the engines is via a watertight door in the bulkhead forward of the crew cabin/storage area, but there is also a quick access hatch in the cockpit sole. Once in, there is plenty of natural light and an impressive amount of space to move about for a boat of this size. The installation is professional and well executed, too.



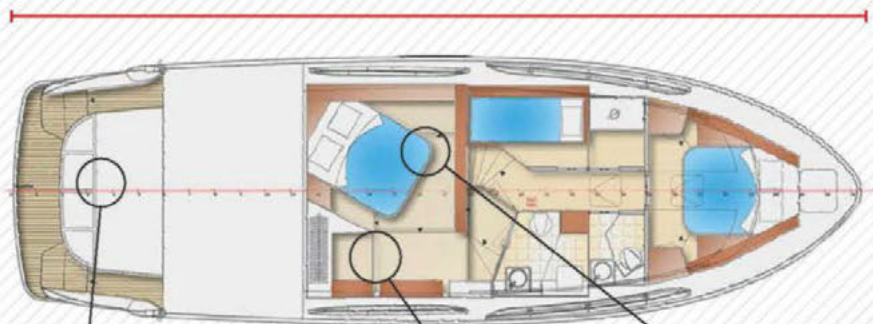


 The payoff for the tight proportions of the flybridge is that space is at a premium in comparison to mainstream rivals

THE DATA

LENGTH OVERALL 49ft 9in (15.2m)

BEAM
16ft 0in
(4.88m)



For €17,000 the aft storage void can be made into a twin crew cabin with separate bathroom

Master cabin layout is irregular but it works well and delivers impressive amounts of headroom

As a €6,700 option the master can be split into two twin cabins if you need more beds

FUEL CAPACITY

495 imp gal (2,250 litres)

WATER CAPACITY

180 imp gal (820 litres)

DRAUGHT

4ft 3in (1.3m)

RCD CATEGORY

A for 11 people


DESIGNERS

Jetten & Vripack

DISPLACEMENT

25.5 tonnes

The interior is reassuringly robust and there are some genuinely brilliant touches

 The flybridge is compact compared to fibreglass rivals but makes up for it with a very sociable and safe layout



Everything is reassuringly solid, such as the thick rubbing strake bonded to the hull with brightly polished stainless steel fixings and the hefty mooring gear, not to mention the inherent strength of a chunky steel boat.

The interior is encouragingly robust, too, and there are some genuinely brilliant touches, especially that saloon table mechanism, which makes what is usually a strangely fiddly process incredibly simple.

Ultimately, the MPC-Fly is a rather unique proposition because there are very few yards making boats out of steel in this style, and its fibreglass rivals, though generally endowed

with more spacious flybridges and perkier offshore performance, are unlikely to feel as solid as the 50 does when the weather kicks up.

We had a good look over the non-flybridge version of the 50 MPC while at the factory, too, which works brilliantly if you see the top deck as surplus to requirements or want the lower air draught.


If you've pined for the rugged nature of a metal boat but always been perturbed by the humdrum looks then the new Jetten could be just the solution you've been looking for. **MBY**

Contact Jetten Yachting. Tel: +31 (0)515 560066 Web: www.jettenyachting.com

THE HELM VIEW

 Space for two large screens on the main dash with subsidiary instruments in a panel overhead



 The throttles are set on top of the dash, meaning they are a bit too much of a stretch from the helm seat

PERFORMANCE

TEST ENGINES Twin Vetus DT66. 170hp @ 2,500rpm.
6-cylinder, 6.1 litre diesels.

FIGURES	ECO						FAST		MAX
RPM	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	
Speed	5.5	6.5	7.3	7.7	8.6	9.2	10.0	10.0	
LPH	8.7	12.5	16.7	20.3	29.9	41.2	56.5	65.5	
GPH	1.91	2.75	3.67	4.47	6.58	9.06	12.4	14.4	
MPG	2.87	2.36	1.99	1.72	1.31	1.02	0.80	0.69	
Range	1,138	936	787	683	518	402	319	275	

SOUND LEVELS dB(A)

Helm	44	49	51	51	54	56	58	60
Cockpit	62	66	69	70	72	74	76	77
Saloon	45	48	50	53	57	58	60	62

Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on readings from on-board fuel gauges, your figures may vary considerably. All prices include VAT @ 21%. 50% fuel, 100% water, 3 crew, no stores or tender; liferaft on board, 20°C air temp, FI + calm for sea trials

THE COSTS & OPTIONS

Price from	€733,916 (twin Vetus 170hp)
Price as tested	€1.1m inc VAT
Med package	€233,554
(includes: stern thruster, navigation suite, fuel polishing system, Onan generator, 42,000 BTU air-conditioning, passarelle, underwater lights, bimini top on flybridge, wet-bar, synthetic teak decks, double glazing plus more)	
Hyrdraulic bathing platform	€35,692
Rotorswing stabilisers	€23,365
Camera pack	€9,845

 = Options on test boat

RIVALS

CONTEST 52MC FLY

Price from €1.12m ex VAT

Built in Holland from GRP, the 52 is a talented offshore animal.

Buy the test: mby.com/cont



BOARNSTREAM ELEGANCE 1500 FLY

Price from tbc

There one isn't in build yet but the 1500 Fly looks great.





35 days cruising
2,100 nautical miles

NOTES ON A SMALL ISLAND

14 knots average speed
6,400 litres fuel at 1.5mpg

*A Dutch couple report on the highs and lows of circumnavigating
the UK in their custom-built aluminium motor yacht*

Text & photos: **Matthias Cohen**



**Puffin spotting on the
Farne Islands, off the coast
of Northumberland**

My wife and I retired early in order to spend more time on our boat, intending to visit new harbours and take long walks with our dog. We bought our first 28ft sailing yacht in 1997 after our two kids left home but didn't explore very far afield because its cruising speed was only 5 knots and our time was limited.

In 2000 we made the move to power with a 36ft displacement Dutch steel cruiser and a top speed of just 7 knots. We used it extensively, mainly on the waterways of the Netherlands around the Waddenzee but also once to Denmark – we ended up trucking it there to save time. It soon became apparent that the boat was not really suitable for open waters. It was too slow to make good progress and on longer passages we ended up being caught out by approaching gales that we couldn't outrun.

Eventually, in 2006, I sold my business and had a new boat designed and built for me by the Dutch naval

architect Willem Nieland. The result is *Tuimelaar* (Dutch for bottlenose dolphin), a comfortable 43ft planing craft with a category A RCD rating. Made of aluminium rather than steel, it weighs 9.5 tonnes empty and thanks to a pair of 330hp Volvo sterndrives it has a top speed of 34 knots and a very comfortable cruising speed of 16-22 knots, with little noise and no slamming.

Our new boat has vastly expanded our cruising horizons and since taking delivery in 2008 we have cruised some 11,000nm without a single major technical hiccup, including our most ambitious and enjoyable trip to date – circumnavigating the UK.

WHY THE UK?

Being based in the Netherlands there is an almost unlimited number of cruising options through the waterways of Europe but that means going slowly with

countless locks to negotiate – not something we enjoy and not something particularly suited to our boat. Opportunities for longer open sea passages are few and far between. Either you can head north-east through the Kiel Canal and up towards Scandinavia (cruising around the German bight is not advisable due to the risk of bad weather and limited accessible ports on a dangerous lee shore) or west along the coast towards France or England.

France is fine but its Channel coast is exposed to Westerlies and in adverse weather you can get stuck in harbour for long periods waiting for it to blow over. The UK is usually a safer bet where you can continue to make progress by using the shelter of the land even in unfavourable conditions. For us, as for many motor boat owners, it is the height and direction of the waves which is the limiting factor, not the wind itself.



Padstow was our unexpected but enjoyable base for a week



A lengthy paperwork wrangle eventually meant our dog could come with us



Enjoying a moment of solitude in Port Ellen

Given a moderate sea state we can reach England in half a day from most ports on the Dutch west coast. The distance is only around 100nm, which we can easily cover in 5-6 hours. And just as importantly, the UK seems to offer a vast array of cruising riches, from busy Solent harbours steeped in history to remote Scottish islands and everything in between.

There were a few disadvantages we would have to take into account. We cruise with our dog, Oscar, and getting all the paperwork to bring him along would be time-consuming to say the least. And your red diesel would add complexity too, as traces of the dye linger in the tanks for a long time. Careful documentation of fuel consumption and payment would be essential to avoid a large fine when returning to Holland.

After careful consideration of the pros and cons we decided it was well worth the extra hassle and settled on a counterclockwise circumnavigation of the UK.

This would avoid us having to make a repetitive return trip as well as make use of the predominant wind coming over the land. Staying close to the coastline meant we'd mostly have Force 4-6 Westerlies with a perfectly good sea state allowing a comfortable cruising speed. That should mean we could get where we wanted to go in half a day, leaving ample time to visit places on our arrival. It would also be easy on the dog's bladder!

THE NATIONAL PASTIME

Moaning about the weather seems to be a national hobby in the UK but why bother? You cannot change it and at least when you're on a boat it is always better than sitting at home watching the forecasts. Just go and you'll enjoy it! The weather forecasting is largely very accurate and we particularly like the Met Office forecasts that include sea states too.

We got our fair share of everything during our two month voyage – balmy days and bright sun in early May along the South Coast and cold days with a chill in the air and fresh snow on the mountains in Scotland later in the same month, which required continuous use of our excellent Kabola central heating.

CRUISING HIGHS AND LOWS

One of the joys of cruising around Britain was that there was always something to see, be it Whitby Abbey on the Yorkshire coast, the spectacular castles of Northumberland, the puffins on Farne Islands, beautiful harbours such as Wells, Hamble, Eyemouth, Whitehills, Port Ellen, Ardfarn, Carlingford, Padstow and Dartmouth, or copious stunning cliff walks. Even in bad weather, it was never boring. And travelling through the Caledonian Canal and along the West Coast of Scotland the views were simply incredible.

Our most memorable passage was from Oban through Kerrera Sound, Cuan Sound, Shuna Sound, Dorus Mor and into Loch Craignish towards Ardfern with its excellent Yacht Centre. With very little wind, lightly ruffled waters and seals basking on the rocks it was simply magical. Ardfern itself was an oasis of peace and this was by far the most beautiful boating passage we have done to date.

As well as the boating itself we enjoyed some wonderful cliff walks in Cornwall and Scotland, mountain walks in Carlingford, car trips to the Antrim coast and an endless succession of pretty towns and monuments which your country is blessed with.

There weren't many negative points, but one particular low point comes as we crossed the Firth of Forth towards Arbroath and Peterhead – we had a stiff wind from behind whipping up two-metre high following waves. Thankfully, our boat handled these very well once I'd trimmed the bow up and adjusted the autopilot to high sensitivity. However, once we reached Whitehills, a lovely traditional port with an outer and inner harbour (reserved for locals and too small for our boat), we realised we'd have to run for shelter before the winds increased to storm force.

A wild stage to Inverness followed with Force 8 winds from the south-west. We stayed tucked up under the coast and maintained speed as far as we

Ardfern itself is an oasis of peace and quiet and this is by far the most beautiful boating we have done to date

could but between Lossiemouth and Burghead the seas began to build rapidly, forcing us to slow to 12 knots. Inside the pilothouse it felt like being in a washing machine. Only when we got to the narrows leading to Inverness Firth did things calm down, an arrival made all the more memorable by an escorting pod of dolphins. We thought at first that all the people watching from shore were simply impressed by us being out on the water on such a blustery day but I suspect the dolphins were the real attraction.

Crossing to Ireland we had to make a choice; use the Crinan Canal and avoid the most exposed route or go to Islay and from there towards Northern Ireland. The weather forecast looked good and on a sunny day we crossed to Islay where we moored on a very small pier at Port Ellen. The next day we made a big mistake. To avoid the worst of the overfalls you need to be at the Mull of Kintyre around slack tide. For us that meant a two-hour trip (35 miles) against the last ebb current. Because the weather was so nice, we were lazy and started two hours too late. We were going nicely over a flat sea at 20 knots when we encountered rapidly building waves around the Mull

– we had forgotten that it was also slap in the middle of spring tides, which were now in full flow. For about 20 minutes (it felt like hours) we were chased by these huge monsters. We couldn't outrun them and were forced to surf down them on the very edge of control. I did not dare look back or take any photographs, it was all I could do to concentrate on steering and working the throttles. Then, as quickly as it rose up, it died down and we were back to a flat sea.

COPING WITH THE AUTHORITIES

En route to Tynemouth we passed a patrol boat from the UK Border Agency that was returning to port. Men in black seemed to be preparing the RIB for action and sure enough it soon started heading our way at speed. They didn't use the VHF to make their intentions clear, neither did they answer my VHF call. In the end they simply made hand movements asking me to slow down. I resisted my natural urge to see which boat could maintain a higher speed for longer and allowed them to come alongside.

Two very polite officers came on board and after showing their IDs, asked to see our passports and >>>

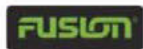


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ABSOLUTE



Having a decent walk above the beautiful harbour of Carlingford

ship's papers. Satisfied that our papers were in order and we weren't the sort to be smuggling drugs, they left. Much to our relief there were no questions about our dog, as he posed no threat to national security!

However, in Neyland we were approached by a health inspector who came on board to tell us that Oscar had to be quarantined or would never be allowed on land again. After two hours of discussion I got so cross that I eventually told him to p*** off and do his homework about what the law says before telling us what we could and couldn't do. Eventually he

left but never did call us back to let us know everything was in order, despite promising to. Once Oscar was safely back home I thought about launching a formal complaint but decided it wasn't worth the hassle.

EATING AND DRINKING

Good food wasn't our main reason for making this trip but we were interested to see how the British cuisine compared to French, German and, of course, Dutch. In truth we had mixed experiences. The fresh lobster we ate on board for my birthday lunch in Wells was superb, and the award-winning meat pie we had in Fort William was to die for. Dinner on Kerrera Island in the open-air restaurant required us to wear every item of warm clothing we had simply to survive but the perfectly fresh Kerrera oysters and roast sea bass could not have been any better. By contrast, dinner at Rick Stein's place in Padstow was only average and surprisingly expensive, while a passable pub lunch in Dittisham was worth it for the view.

A huge benefit of our route was being able to pick up a fresh supply of Laphroaig, my favourite Islay Malt, from Port Ellen, located next door to the distillery.

EPILOGUE

Other than in the Swedish Skaergaard, we have not experienced anywhere with such good cruising

grounds as the UK – you can enjoy endless trips, see no other boats and as an added bonus tune into BBC 3's excellent classical music radio channel!

This whole trip was very special. The logistics of circumnavigating the UK were more of a challenge than simply travelling to and from a destination but that was all part of the appeal. Visiting new places daily was a real pleasure that required careful pilotage but the scenery was spectacular, at least on a par with that of Norway and Sweden.

Would we do it again? No way! It pushed us to the limit of what we are personally capable of and willing to undergo (the boat is never the limiting factor). Of course I will still come back to the UK but next time for a shorter trip to the East or South Coasts. If I were living in the UK, however, I would base my boat on the West Coast of Scotland or in the West Country for a season or so. You don't know how lucky you are to have these cruising gems so close to home. **MEY**



A busy and bustling lunch stop in Wells



Peaceful Port Ellen, the largest town on the isle of Islay



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1. Prices shown include VAT (at 20%) and exclude VED and First Registration Fee. Metallic paint extra. On The Road prices range from £29,559 to £40,224 and include VED and First Registration Fee. Prices correct at time of going to print. Shogun SG4 LWB model shown with accessory 20" black/silver wheels fitted - available at extra cost. 2. Finance is through Shogun Finance Ltd T/A Finance Mitsubishi 116 Cockfosters Rd, Barnet, EN4 0DY and is subject to status to customers aged 18 and over. Finance Mitsubishi is part of Lloyds Banking Group. Finance options are only applicable in the UK (excludes Channel Islands & I.O.M) and may be amended or withdrawn at any time. 3. All new Shogun variants come with a 5 year/62,500 mile warranty (whichever occurs first). For more information please visit www.mitsubishi-cars.co.uk/warranty. Fuel figures shown are official EU test figures, to be used as a guide for comparative purposes and may not reflect real driving results.

Shogun range fuel consumption in mpg (ltrs/100km): Urban 26.9 – 27.4 (10.5 – 10.3), Extra Urban 32.8 – 34.0 (9.3 – 9.0), Combined 30.4 – 31.4 (9.3 – 9.0), CO₂ emissions 245 – 238 g/km.

STEELER FF46

And now for something completely
different, a two-storey, fully
customisable floating head-turner

Text: **Jack Haines** Photos: **Paul Wyeth**



SEE THE VIDEO



mby.com/st46





The wheelhouse, always being home to the sole driving position, is also the link from bottom to top deck



It works just as well as a cosy nightcap spot as it does a summer living space

Crockery is stowed safely in dedicated fiddles down the starboard walkway



The side doors open inwards to give you an easy way off the boat straight from the saloon



This vast living space is the beating heart of the boat, packed with light thanks to there being so much glass in the FF46's structure

A large TV rises from behind the far sofa while a wine rack emerges from the near one



Doing this job I have the extreme fortune to test some of the most glamorous boats on the water, but nothing – and I mean nothing – has gained quite the amount of attention that the Steeler FF46 did during our test around Steenwijk, Holland. It was verging on dangerous at one point, with motorists on the arrow-straight roads that fringed our waterway route swerving on to the verge to stop and raise a camera phone to the bizarre craft silently creeping past them.

The Steeler FF46 Panorama FlatFloor, to use its (rather clunky) full name, would demand attention in even the brightest Mediterranean hot spots, but in the sleepy surroundings of suburban Holland a herd of rampaging African elephants would have caused less of a stir than the FF46 did. Have you seen anything like it? We haven't – maybe as a conceptual teaser in an arty line drawing but not in the flesh, hewn from steel, with a pair of working engines and actually on sale to the public. It's just mad. You can spend a good amount of time just looking at it, taking in the different angles, the use of space, the wacky layout and ponder simple things like: how on earth do you crew it?

The FF46 is the brainchild of Steeler's enigmatic owner, Hans Webbink. Having had great success with his range of Antaris sloops he set up Steeler with the attitude that whatever he or one of his customers wanted would be possible. When a customer approached him with the idea to have two practically flat decks one above the other to create the ultimate on-water apartment, Webbink didn't laugh them out the door. Instead, he and Vripack architect Pim Dijkman put pencil to paper and came up with the design before naming it FF46 after the boat's length and Webbink's favourite Ferrari. The first drawings, scribbled on two napkins during dinner at a restaurant in London, are framed and hung in pride of place inside this, hull number one.

And now, the boat that started life on a serviette in Soho is in front of me in a boat shed looking like, well, nothing else I've ever seen. Where do you even start? Due to the height of the pontoon even getting on board is

a test. It's almost possible to heave myself straight up on to that top deck, or there is a long drop down into the spacious cockpit. I choose the latter and as soon as you're in the concept clicks into place. The aft end of the lower deck is, on this boat anyway, a perfectly square, apartment-like living space with a central unit incorporating the major galley functions. Fridge, freezer and crockery space is down the right-hand walkway, which leads to the master cabin. This square aft section, especially when opened up to the cockpit, which also has plentiful seating and a table, is a wonderfully sociable place to host guests and it works just as well as a cosy nightcap spot as it does a stroll-in/stroll-out summer living space. The shape lends itself to having two identical L-shaped sofas on opposite sides with a hi-lo flatscreen television behind the starboard one and to port, bespoke to the owner of this boat, a very funky wooden wine rack that rises and falls electronically from behind the sofa.

And then there's the glass, there's more glass than a Swarovski showroom. The topsides almost have more see-through sections than steel sections and this creates an unbelievably bright interior, with brilliant views out from pretty much anywhere inside.

AMAZING GLAZING

Walk down the passageway to port of the galley and you come to the guest cabin, which is portioned off from the saloon by a door that slides into the bulkhead. It's a slightly odd shape with masses of headroom in the entrance way but a large intrusion from the pilothouse overhead. And the effect is worse on this boat because, due to the owner's wish to take the boat through the Canal du Midi, he had a 5,000 litre ballast tank installed beneath this cabin that he can fill in order to reduce the boat's air draught.

Make your way down the starboard passageway, where you pass the stepped access up to the helm area and top deck and you end up at the master cabin. The glazing also plays its part in this cabin, not only in the form of the gigantic windows either side but also in four large hatches in the deckhead.

The bathroom is open to the cabin with the sink in plain sight, the shower tucked round a corner with its own large window – you never go without a view on this boat

This boat is fully customisable, to the extent that you can pick whatever layout you want

– and the only real privacy thankfully awarded to the toilet compartment.

In general, the cool, minimalist interior suits this boat and its apartment vibe very well – the master cabin is the only place where it verges on sparse. A cabin needs to feel cosy; this one feels clinical with too much white panelling and not enough of the lovely olive wood that is so liberally used elsewhere. Having said this, hull number two was at the Düsseldorf Boat Show and the finish is much improved in the forward cabin, plus there is a reworked layout with the heads forward, which works a lot better.

But here is where we get to an interesting point about the FF46 and one that makes my job very difficult. This boat is fully customisable, to the extent that you can pick whatever layout you want and there is no limit on what can and can't be fettled with. You essentially get two decks to play with and a blank piece of paper (or napkin, if you wish); so if you want more cabins – or no cabins – that's your choice. Put the galley where you want, the saloon where you want, it's all up for grabs.

ENGINE OPTIONS

So as long as you are on board with the looks and the basic framework then you have free will to create whatever you like. It's not just the layout that can be tweaked, either, because there is also the option to have a semi-displacement version of the FF46, or even an aluminium planing model fitted with IPS that is capable of over 30 knots. Now there's an interesting image for you.

Hull number one had a pair of 160hp Yanmars in the engineroom, meaning a slightly less exciting top speed of around 10 knots and a sedate yet supremely relaxing cruising speed of 6 knots. At these displacement speeds the FF46 works really well, as the open-plan interior and exposed top deck can be used comfortably when the boat is moving. It's safe and easy to waft around the saloon and galley, traverse the stairs into the pilothouse and pad around the top deck, which might not be the case if the boat is charging along at 25 knots.

Having twin screws (and thrusters of course) makes the FF46 a very easy boat to manipulate in and out of berths. She is heavy, too, so sits nice and solidly in the water even if there is a strong breeze.

From the lofty helm position the glazing once again comes into play, meaning you can easily check your proximity to the pontoon on the starboard side by peering through the glass in the topsides. Berthing manoeuvres are made quite a bit easier by the roof mechanism, which lifts the top section off at the touch of a button

to add some natural ventilation to the area and allow you to easily talk to crew. Steeler will fit all sorts of different hardtop designs for you but this one works well if you're not fussed about being too exposed to the elements.

Probably the hardest part of the FF46 to get your head around, compared to a more regular design, is how to crew it. There's no escaping the fact that moving around on the top deck feels far more precarious than on a flybridge, sports cruiser or wheelhouse design of the same size. The deck is open, with very low rails and not a huge amount to grab on to if the boat does make a sudden movement, unless you happen to be amidships. It's worth pointing out that future models will have taller guardrails but you are still going to have to bend to grab them.

But not everything has to be done from the top deck, thanks to a pair of hefty inwardly opening doors in the saloon, located pretty much amidships. With cleats either side of them you can simply step off the boat from the lower deck and attach a line amidships to hold the boat in place while you organise the rest of the lines. The skipper can easily access the starboard door so they can nip off the boat and help out making fast, too. It's irregular but it does work, though it will take some getting used to and we were only mooring in flat calm conditions; being out on that top deck in a blow could feel all too precarious.



Walkways run down both sides of the FF46's interior



The open-plan bathroom in the master cabin has a private toilet compartment



The small bow window opens to allow the breeze into the forward cabin on warm days



The guest cabin has good headroom at the top of the beds and a sliding door



Boat number two has a far smarter finish on the cabin sides than this boat



A CLOSER LOOK WITH JACK HAINES

WINE RACK

This is a neat option. Made from the same olive wood as the rest of the saloon this beautifully crafted wine rack rises and falls electronically from behind the port side sofa.



AIR DRAUGHT

Hull number one is designed to go through the Canal du Midi so every little helps when it comes to air draught. As well as low guardrails the boat has folding nav towers either side.



TAKE A SEAT

These two wooden cubes convert from side tables into high-backed chairs if you need to provide seating for more people. Also made from olive wood, they look the part and are very useful.



ENGINE ROOM

Access couldn't be better once you have moved the furniture off the top of this hatch. It rises electronically to a good wide angle so quick checks and more thorough work are equally simple to carry out. Of course, if you opt for the IPS version the motor moves aft to beneath the cockpit, leaving the area below the saloon floor free to be an enormous storage void.



The aluminium roof is a €30,000 option but it's well worth the outlay on a nice day. You can also have an opening section within the roof

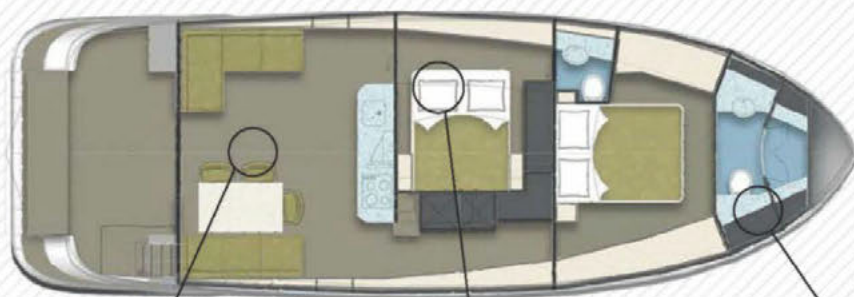


Guardrails are low on this boat to sneak under bridges but they are a much better height on hull number two (see above)

THE DATA

LENGTH OVERALL 47ft 6in (14.52m)

BEAM
15ft 0in
(4.58m)



The layout is very much open to change. For example, hull two has its galley on the port side

Large ballast tank beneath the guest cabin floor pinches headroom in the second cabin on hull number one

This layout shows a version with the heads in the bow, in practice a better formation than on our test boat

FUEL CAPACITY
264 imp gal (1,200 litres)
WATER CAPACITY
154 imp gal (700 litres)
DRAUGHT
3ft 4in (1.05m)
RCD CATEGORY
B for 12 people
DESIGNERS
Steeler & Pim Dijkman
DISPLACEMENT
24 tonnes

Hull number two is an aluminium version of 25 knots. Various improvements include higher rails and fixed seating on the top deck



You will either get it or you won't, but it's hard not to admire Steeler's sheer bravery

On that note, and as well as the FF46 works at slow speed, it will be interesting to see how it handles higher speeds and offshore conditions. Will that main deck act as a vast echo chamber, will that open-plan interior work in a substantial swell, or will its rigid aluminium structure shrug off the waves as deftly as its bold design defies the rule book?

VERDICT

This is a very tricky boat to appraise as there will be a legion of people dissuaded by how it looks and the way it works and its complete irregularity. Some will consider it a gimmick that has no place out on the water among 'real' boats. But others will fall for its stop-and-stare design, its total unwillingness to conform and

its extraordinarily spacious interior. They will love the ability it offers to personalise not just the interior look but also the layout and the dimensions (one MBY reader has recently ordered a 53-footer). They will love its solidity and how, when moored, it feels like the ultimate waterside apartment, designed to make the very most of the locations it visits.

You will either get it or you won't, but it's hard not to admire Steeler's sheer bravery in forging ahead with a design so eccentric. Steeler's motto is "yachts with ambition" and this is surely one of the most ambitious boats we have ever tested. If you do buy one, well, you had better get used to the attention. **MBY**

Contact See Steeler website for dealers.
Web: www.steeleryachts.com

THE HELM VIEW



It is difficult to see if you have to moor port side; to do so you have to rely on the camera feed into the MFD on the dash

Very handy to be able to look through this portion of glazing when coming alongside

Nothing flash about the helm station but it is clearly laid out and finished in quality material

PERFORMANCE

TEST ENGINES Yanmar 6BY3. Twin 160hp @ 2,800rpm.
6-cylinder, 2.9 litre diesels

MBY FIGURES	ECO					FAST		MAX
RPM	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800
Speed	6.1	6.6	7.2	8.3	8.8	8.9	9.1	9.8
LPH	9.0	11.0	15.8	20.6	27.0	34.0	46.6	60.0
GPH	1.98	2.42	3.48	4.53	5.94	7.48	10.3	13.2
MPG	3.08	2.73	2.07	1.83	1.48	1.19	0.89	0.74
Range	651	576	438	387	313	251	187	157

SOUND LEVELS dB(A)

Helm	55	56	58	61	61	63	66	67
Saloon	50	51	53	55	56	58	60	62

THE COSTS & OPTIONS

Price from	€673,644 (twin Yanmar 160hp)
Price as tested	€877,360 inc VAT
Bow thruster	standard
Aluminium opening roof	€31,500
Whisper Power generator 10kW	€22,500
Raymarine navigation pack	€12,000
Stern thruster	€7,571
Flexiteek decks	€32,501
Hi-lo wine rack in olive wood	€2,650
Stainless steel rubbing strake	€8,140
Second bathroom with toilet and sink	€9,200

— = Options on test boat

RIVALS

Absolute Navetta 52
Price from £660,000

A different beast in many ways but competes on interior space.
Buy the test: mby.com/nav52

Overblue 44
Price from €355,020

Similar concept of using two equally sized decks but more of a houseboat vibe than the FF46.

Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on readings from on-board fuel gauges, your figures may vary considerably. All prices include VAT @ 21%. 50% fuel, 100% water, 3 crew, no stores or tender; liferaft on board. 20°C air temp. F1 + calm for sea trials



BOARNSTREAM ELEGANCE 1300

When a long-established yard takes a new direction, it's good to see the gamble pay off

Text: **Jack Haines** Photos: **Paul Wyeth**



Boarnstream has been building steel boats on the banks of the Boarn in Jurnsum since 1966 and has an incredibly loyal following. In modern times the yard has enjoyed great success with its range of traditional, steel aft cabin cruisers, perfect for long stints on board cruising the waterways of The Netherlands. But in 2015 founder Henk Hokwerda decided it was time for a change, a different direction and

one in which younger customers could be persuaded to follow.

The Elegance range was born, with initial plans to build models from 11m to 17m. The 1300 Sedan was launched at the Düsseldorf Boat Show last year with five orders off plan and, during the show, the yard sold two more. It seemed Boarnstream had delivered this range at the right time and interest was high.

Once on board it's not hard to see why because, firstly, not many steel boat builders are producing boats of this style, especially at this size, and you quickly realise that what you're getting is the dependable, high-end

quality of a traditional Boarnstream boat with a far more modern look and contemporary interior style.

ON THE LEVEL

One-level living is key to the Elegance's charms (although flybridge alternatives are available). It's ironic considering the yard's aim to attract younger buyers; these Sedan models may well suit older owners who don't want to deal with all the level changes that most aft cabin cruisers have.

A spacious cockpit safely portioned off from the broad side decks leads easily into a



The saloon is bright and spacious with a modern yet comfortable décor



Magnets hold the cockpit cushions on to the steel module in the cockpit



bright saloon, with a galley aft layout that makes serving the internal and external dinettes equally easy. There are some lovely touches in the cockpit, such as the cushions, which use magnets instead of tiresome poppers to attach to the steel locker lids, and the hefty cockpit doors – originally designed to be used in houses – that are enormously chunky and have the Venetian blinds set within the glass to stop them rattling.

What strikes you about the interior is the amount of light, thanks to huge pieces of glazing and an electric sunroof, and the general feeling of quality thanks to top-notch

cabinetry and reassuringly solid flooring. The black counters, light oak 'wood' (it's actually a plastic material but if we hadn't been told we wouldn't have known, and you can have real wood if you prefer) and orange upholstery of our test boat made for a vibrant décor that managed to stay out of the realm of tastelessness and felt bang up to date.

Below decks our boat had three cabins – well, two and a half, as the port one is a single bed designed for a child. Though the ensuite master cabin does the trick, the two guests cabins have very limited headroom meaning that crawling is the only way into bed. The

yard told us that it had found 35cm of extra headroom for the next hull in build, which is encouraging, but it would need every last centimetre to make these cabins truly comfortable for longer stints on board.

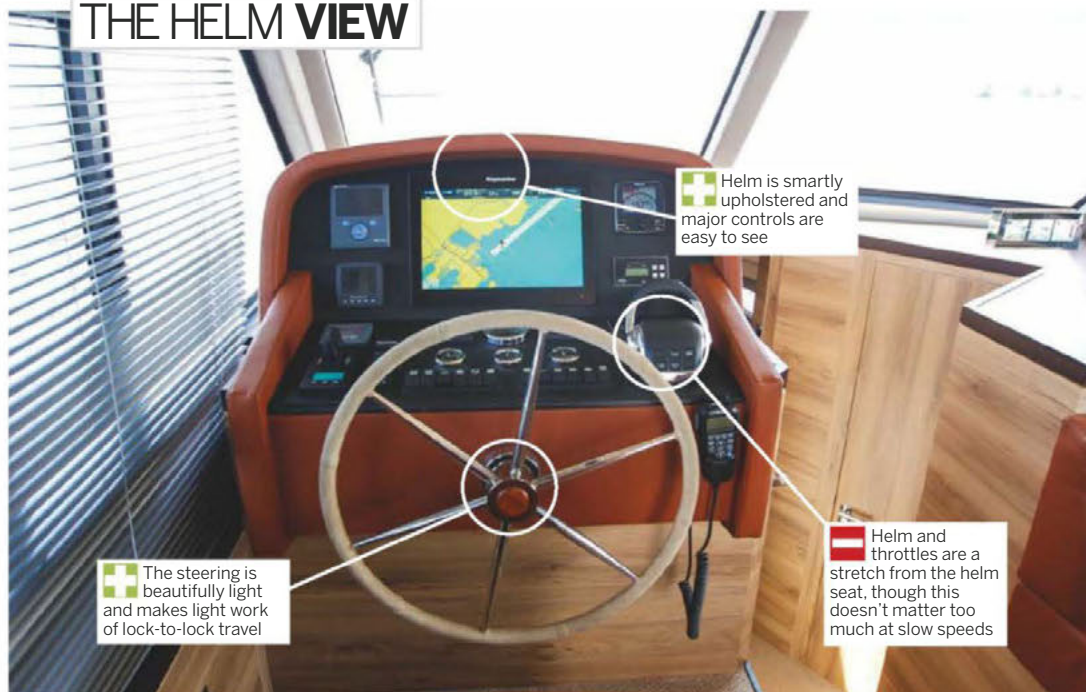
What is perfectly comfortable is crewing the 1300 as it has the ideal set-up of very wide side decks either side of the wheelhouse and tall toe and guardrails. Albeit we were using the boat on a hot, calm day on inland waterways, but even rolling around offshore this boat would look after you on deck. There are no boarding gates in the bulwarks but you can get to the bathing platform from

SEE THE VIDEO



mby.com/be13

THE HELM VIEW



The steering is beautifully light and makes light work of lock-to-lock travel

Helm is smartly upholstered and major controls are easy to see

Helm and throttles are a stretch from the helm seat, though this doesn't matter too much at slow speeds

Master cabin is blessed with plenty of headroom and ample storage

either side of the cockpit so hopping on to a pontoon from the stern isn't an issue.

Neither is berthing the 1300, certainly not in the guise we tested with a displacement hull, single Volvo Penta D4 180hp diesel and Sidepower bow and stern thrusters. The thrusters are a must-have in my opinion because a keel section that stubbornly holds the boat in the water makes small adjustments with the rudder difficult. With the thrusters, though, the engine can provide bursts of fore and aft momentum while they deal with side-to-side movement.

On passage that keel pays dividends because the boat tracks perfectly straight, a real advantage on the waterways where having to constantly tend to the wheel makes journeys unnecessarily tiring. That said, when you do have to engage the helm the steering system is beautifully weighted, light enough for easy lock-to-lock travel but not so light that the boat needs regular attention. It's worth mentioning, too, that there is a semi-displacement version with an aluminium deck and structure that can top 22 knots with twin IPS600s. That, for me, is the version to have

because it would handle the slow stuff nearly as well as this but also give you the ability to travel offshore at a good pace if required.

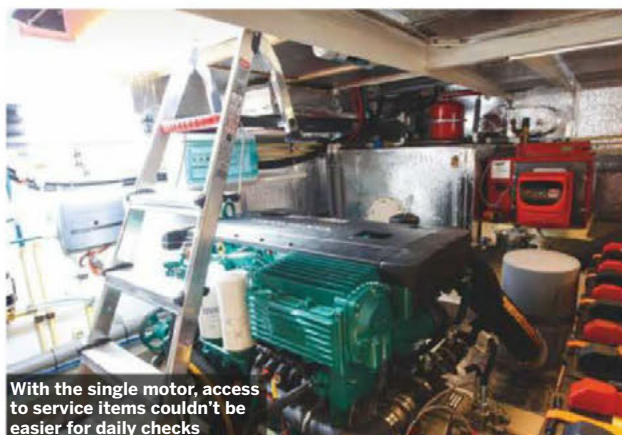
There is something to be said for this slower way of life, though, and I thoroughly enjoyed trickling around the canals at 6 knots with a hand draped over the wheel and plenty of time to take in the surroundings and enjoy the journey. These sedate speeds mean you can use the entire boat on the move safely, make a cup of coffee on the go with ease and make the most of the journey part of your day out too.

Though the headroom in the guest cabins is an issue that may rule it out for some buyers, the Elegance 1300 is a delightful overall package and it's no surprise that the yard has sold 16 of this range since its launch last year. Fifty years of successful boatbuilding and there are no signs of Boarnstream stopping yet.

Contact Boarnstream. Tel: +31 566 600828
Web: www.boarnstream.com



There is an aluminium IPS version of the 1300 that will top 20 knots flat out



With the single motor, access to service items couldn't be easier for daily checks

THE DATA

FUEL CAPACITY

220 imp gal (1,000 litres)

WATER CAPACITY

132 imp gal (600 litres)

DRAUGHT

3ft 9in (1.2m)

RCD CATEGORY

B (for 6 people)

DESIGNERS

Boarnstream

DISPLACEMENT

21.5 tonnes

PERFORMANCE

TEST ENGINES Volvo Penta D4 180. Single 180hp @ 2,700rpm. 3.7-litre, 4-cylinder diesels.

MBY TEST FIGURES

RPM	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,680
Speed	4.5	5.5	6.1	6.6	7.2	7.5	7.7	8.1

SOUND LEVELS dB(A)

	57	58	60	56	57	60	63	64
Saloon	57	58	60	56	57	60	63	64
Cockpit	65	67	73	68	68	71	71	72
Helm	54	56	57	53	54	58	61	61

Speed in knots. All prices include VAT @ 21%, 45% fuel, 45% water, 4 crew, no stores, tender or liferaft on board, 22°C air temp, F1 + calm for sea trials



One of the two bathrooms, both smartly finished



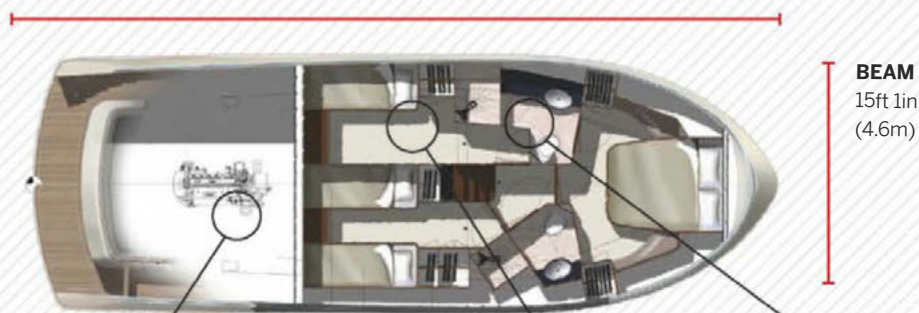
Headroom is restricted in the guest cabins, though has improved on hull number two

THE COSTS & OPTIONS

Price from	€499,730 (single 150hp)
Price as tested	€643,906 (single 150hp)
Stern thruster	€6,171
Generator 8kW	€21,099
Raymarine E125 chartplotter	€5,082
Raymarine P70 autopilot	€5,348
Flexiteek on decks	€18,392
Electric sunroof	€17,037
Air-conditioning in master cabin	€7,647
Central heating	€8,940
Seakeeper gyro stabiliser	€96,800

■ = Options on test boat

LENGTH OVERALL 43ft 6in (13,3m)



BEAM
15ft 1in
(4.6m)

Our test boat had a single motor but the engineroom is spacious enough to house two with ease

By adjusting the location of the water tanks the yard has made more headroom in the cabins in hull two

Always good to have two bathrooms on board, especially as you can sleep up to five people on this boat



PART FOUR

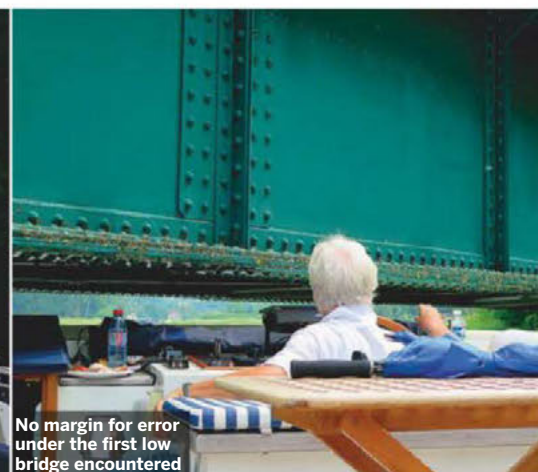
A BRIDGE TOO LOW

Our cruising couple and their 56-foot Dutch trawler yacht continue to head for the Med, leaving the comfort of France's wide rivers for the narrow locks and low bridges of its ancient canal system

Words and pictures Howard Walker



With everything folded down or flattened, *Nomade's* flybridge was as low as it would go



No margin for error under the first low bridge encountered

Plastic plumbing pipes. That's what we need. Cut them to length, fill them up with spray-can foam so they'll float, drill a hole and thread them with line. There you have it – instant fenders.

When your beam is 4.85 metres and you're getting ready to squeeze into locks that are 5.1 metres wide at best, you need fenders as skinny as a supermodel's wrists.

The *Nomade's* stash of pricey, blow-up Polyforms may be fine buffering against fancy, rubber-edged pontoon moorings, but faced with fending off 39 tons of finest Dutch steel against a nasty, abrasive, pock-marked lock wall, they'd get ripped and shredded in seconds.

PIPE DREAMS

Ahh, the wonders of *les bricolages Français*. While Épernay may be famous for its champagne, it also boasts one humongous hardware store. Think B&Q on steroids, HomeBase on helium. And there on the racks was plumbing pipery – *tuyaux de plomberie* in case you're wondering – of every shape and size.

I opt for a dozen of the battleship-grey variety, a metre-and-a-half long and 10cm in diameter. A can of that expandable foam stuff and a roll of polypropylene floaty rope, and I'm good to go.

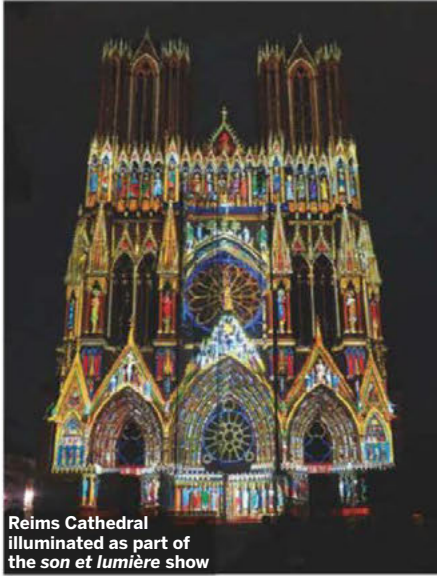
Last month we signed off languishing in the friendly Société Nautique Marina and Tennis Club in Épernay in north-eastern France on our way south to the Med. It had been an easy, languid, laid-back cruise down the Seine and Marne rivers to this land of champers. Now comes the tough stuff.

From here we squeeze into the maze of France's geriatric canal system. The Canal de l'Aisne à la Marne. The Canal des Ardennes. The Canal de la Meuse. And finally the Canal des Vosges to where, eventually, we'll be flushed out on to the Petite Saône River at the *petite* hamlet of Corre. It's 251 nautical miles with, wait for it, 243 locks. Honey, we're going to need more fenders.

While we're pretty confident that we can squeeze into the locks, the huge question mark comes with the bridges. Back in 1897, France pushed through a law standardising the dimensions of its canal system, decreeing that bridges should have a minimum clearance of 3.5 metres.



Approaching a lock on the Canal des Ardennes



Reims Cathedral illuminated as part of the *son et lumière* show



Soaking up the lush greenery of the Canal des Vosges

The specs from DeAlm, the Dutch yard that built *Nomade* back in 2005, lists our height as, er, 3.5 metres. By topping up our tankage with diesel and water, we knew we could lower that to, say, 3.4 metres. But that's no margin for error when in the town of Thaon-les-Vosges, one bridge is reportedly a tad below 3.4.

TIME TO GO LOW

No turning back now. So in Épernay we go into full low-bridge mode, unscrewing the *Nomade's* multipiece windscreen, hitting the button to lower the radar arch, splashing 1,000 litres of gasoil into our tanks. And dangling our newly-crafted plastic pipe fenders off the side rails.

Our first really low bridge on the way to Reims – or Rance, as it's pronounced so inelegantly in France – is a heart-stopper. From a distance it looks impossibly low. As we approach it just looks impossible. I'm lying on the floor of our flybridge, gazing up at rusty steel barely three centimetres above the wheel as we squeeze, barely moving, beneath. The thought of how we can shimmy under anything lower is already producing bowline-sized knots in my stomach.

In Reims we take a breather from all the locking and bridge limboing, and sink into this magical city. During summer nights they light up the spectacular 13th century Notre-Dame Cathedral with a *son et lumière* show worthy of Disney. It's so jaw-dropping we go back three nights in a row.

At the boat-friendly town of Toul, with its lovely little full-service marina, we lock out on to the Moselle



Nancy's marina proved a rare occurrence; to be moored among so many other boats!



Fitting under this bridge is a breeze

We also take an amble by the majestic Porte de Mars, the world's largest Roman arch that dates back to the third century; swap boats for cars as we tour the city's wonderfully-eclectic car museum; and quaff champers at the Taittinger champagne house. Oh, and did I mention I got to shake hands with crowd-schmoozing President Hollande when the Tour de France swept through Reims? Seriously.

POLE DANCING

On the Canal des Ardennes that skirts the Belgium border, we experience a new form of lock-activating. It's called The Pole Dance. Maybe a hundred metres or so from the lock, you have to be on the lookout for a steel arm that stretches out over the canal. Dangling from it is a two-metre length of rubber tubing.

The technique is to ease your boat alongside the invariably slimy pole, at which point your First Mate makes a Tarzan-like lunge towards it, grabs a hold and gives it a determined 180° twist. Get it right and you initiate the sequence to set the lock-opening in motion. Get it wrong and you're hitting reverse.

But this being France, there's always a variation on the theme. And in this case it's The Wire. So instead of the steel arm, occasionally they dangle the rubber pipe off a thin wire that's stretched across the entire width of the canal. And of course it's at a height guaranteed to garrote any unsuspecting captain helming from a flybridge.

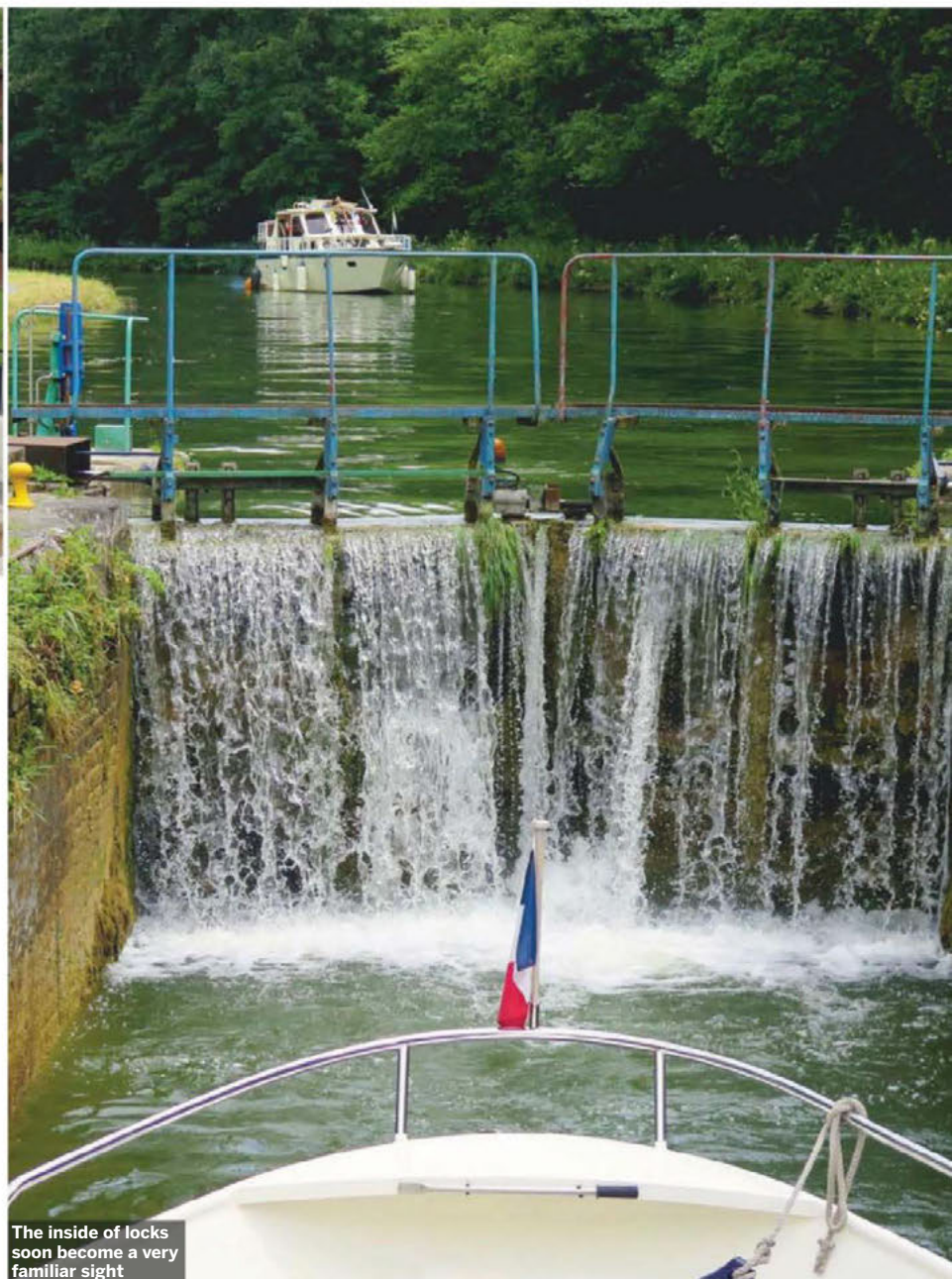
I lost count of the number of times I'd look up just in the nick of time to see some near-invisible length of razor wire inches away, usually accompanied by my wife screaming from the foredeck, "Duck!"

With commercial traffic along the Canal des Ardennes down to a trickle, this once vital piece of waterway is slowly silting up and growing in. At times we feel like Bogart and Hepburn coaxing the *African Queen* through the jungle.

A highlight of the day is surprising the sun-worshipping couple spread-eagled and stark naked on blankets laid down alongside on the overgrown towpath. "*Bonjour mes amies! Cette une belle jour. Oui?*"

At Verdun, where the canalised River Meuse dissects the town, the surrounding hillsides are dotted with the stark white stone crosses marking the graves of the estimated 800,000 German and French troops who lost their lives in the infamous First World War Battle of Verdun. It was a conflict that raged for a staggering 303 days in 1916.

Despite the emotional baggage Verdun carries, the town itself is a busy, buzzy place that has enthusiastically embraced its watery divider. There are elegant pontoon docks on either side for aquatic visitors, along with lively caffs and bars. Throughout the summer, concerts and festivals are staged along the riverside walkways and open areas, and visitors can't help but tuck into sugared almonds, which were invented here in 1220.



The inside of locks soon become a very familiar sight

STAYING PUT

A half-day's cruising south along the Meuse brings us to the delightful town of St-Mihiel where we witness the annual Dutch cruiser migration in full flow. The town's pontoon dock is chock-a-block with 13-metre-or-so steely boats. Old Pedros, Stevens and Linssens fill all the available space. The Dutch owners of the only steel barge – a newish 15 metre – reluctantly agree to let us raft-up alongside, after a prolonged effort to shoo us away with the promise of more moorings further down the river.

We find out that the good people of St-Mihiel not only allow free mooring, but also provide free electricity and water. But rather foolishly they impose no time limit. So the Dutch cruisers come. And they stay. And packing their bilges with food from home, means not having to visit local shops or restaurants.

Our new neighbours tell us they've already been moored in St-Mihiel for three weeks and will probably stay another three. A great, zero-cost place to spend the summer, they say.

At the boat-friendly town of Toul, with its lovely little full-service marina, we lock out on to the Moselle for an all-too-brief, wide-river run to the big city of Nancy, the former capital of the Duchy of Lorraine that dates way back to 1050.

It's a great place to while away a few days. Just a short stroll from the cheap-as-chips marina, there's the 11th century Old Town with its adjacent, and visually breathtaking Place Stanislas. We play tourists and take a ride on the motorised choo-choo train that weaves in and



Bridges are everywhere on the Vosges. Thankfully they're of varying heights

out of the centuries-old narrow streets. Tacky, I know, but it's a quick way of getting a feel for the place.

Our original plan had been to cruise the *Nomade* the 85 miles from Nancy along the Marne-Rhine canal to Strasbourg and the mighty Rhine river. Alas, one of the Seven Wonders of Europe's canal system, the inclined plane at St-Louis-Arzviller, is closed indefinitely.

This masterpiece of late-60s engineering replaced 17 locks with a caisson – essentially a bathtub on rails – that raises or lowers boats 146 feet up a side of a Vosges mountain. But when a trip boat got mangled in the gate, the whole shebang was shut down for repairs for 10 months.

So we parked up in Nancy and took a picturesque train ride to Strasbourg, home of the European Parliament, the European Ombudsman, a magnificent cathedral, and more half-timbering than Shakespeare's Stratford.

A SINKING FEELING

After all this culture-vulturing, it was good to be back cruising. We take a right turn on to the Canal des Vosges and immediately climb a staircase of 17 locks in six miles, and in the process finally shatter the last of our plastic pipe fenders.

They were good while they lasted. But by now we've supplemented them with Z-shaped Tiptop fenders favoured by Dutch commercial bargee captains. Their funky shape allows them to compress under load, and they're slim enough to work with our beam in the locks.

But right now we're mentally counting down the miles to the vertically-challenged bridge at Thaon-les-Vosges. Five miles away we bump into the man from the VNF – the government-funded Voies Navigables de France operation that looks after the country's waterways. At the lock at the village of Nomexy, he shuffles over and in his best English tells us: "I theenk you have the problem at Thaon. You are too aiy."

His observation turns out to be spot-on. An hour later we have our bow beneath the infamous bridge and I'm gazing at the top of our flybridge that's clearly five centimetres or more above the brickwork. Tantalisingly, achingly close. But still too "aiy".

But Jean-Pierre from the VNF appears. He looks down from the bridge. Walks around to the lock gate, crouches down and peers under the bridge. And then shouts to us, "You wait," as if we have anywhere else to go. At which point he climbs into his trusty Citroën white van and charges off down the towpath.

Minutes pass, then ever-so-slowly but surely, the *Nomade* starts to descend till there's clearly daylight between the crumbling stonework and our varnished flybridge wheel, *Nomade's* highest point. Seems he'd simply gone to the previous lock, released a few million gallons of canal water, and lowered the pound. And then we were through.

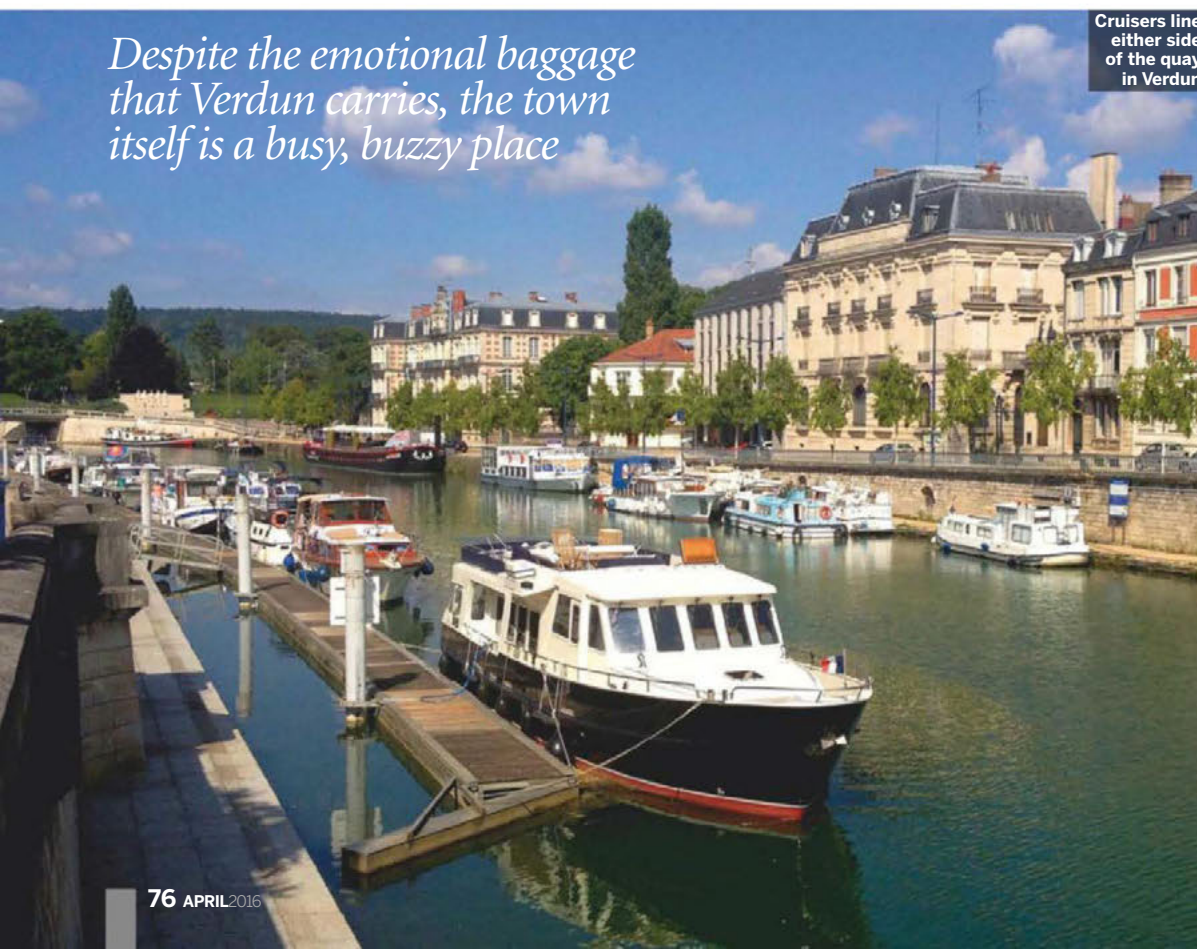
Quite why the bridge at Thaon-les-Vosges had been built so low in the first place remains a mystery. But our biggest challenge had been overcome. Apart, that is, from the 66 seemingly never-ending locks we need to tackle over the next 31 miles. The canal literally climbs up a mountain.

At the village of Corre right at the very end of the Canal des Vosges, we celebrate with a takeaway from the visiting *feu de bois* pizza truck – it's Monday so naturally the village's one and only restaurant is closed. But we'd done it. Done the canals. Done those pinch-tight locks. Done the crazy low bridges and skinny water. Done with the plastic pipe fenders.

Here we lock out on to the delightful, meandering Petite Saône River and the start of 340 nautical miles of rivers south to the Mediterranean. I can almost smell the mimosa and salty air. **MBY**

Next month River cruising to the Med

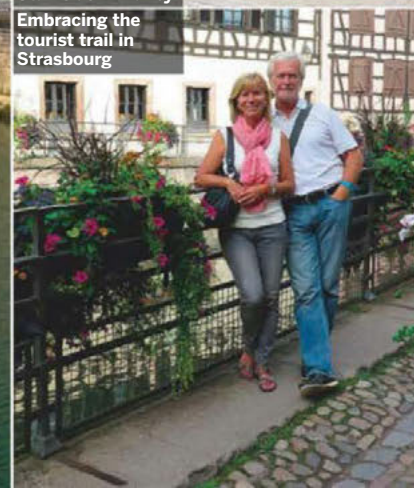
Despite the emotional baggage that Verdun carries, the town itself is a busy, buzzy place



Cruisers line either side of the quay in Verdun



Part of the picturesque Place Stanislas in Nancy



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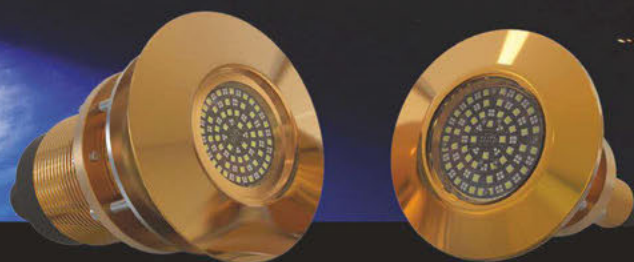


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Text: **Hugo Andreae** Crash photos: **Daniel Ubertini**

BACK FROM THE

A freak accident during a routine sea trial left Simon Dredge clinging to life by the thinnest of threads

On 13 May last year Peter Dredge, his son Simon and fellow crew members Simon Wood Power and Lee Hurst were involved in a terrifying high speed crash on Southampton Water. The 100mph Vector V40R raceboat they were sea trialling lost its grip during a turn, rolled and hit a cardinal marker. By chance the entire sequence was caught on camera by a photographer, who was on site to capture the arrival of the world's biggest container ship. The dramatic images of the crash were published around the world but the true story of what actually happened that day, and just how close Simon Dredge came to losing his life, has never been told before. Now, for the first time, the key players have decided to share their personal recollections of the accident and the extraordinary efforts of the doctors and emergency services who managed to save Simon's life.

PETER DREDGE, VECTOR MARTINI DIRECTOR AND HELMSMAN OF THE V40R RACEBOAT

Simon Wood Power and I had just finished reinstalling the 725hp Ilmor engines after a winter refit and this was our first chance to test everything was functioning properly. The weather was set to deteriorate later in the day but there was a window between 0715 and 0845 when conditions looked good, so we arranged to have the boat craned into the water at Warsash on the River Hamble.

Simon WP had brought along his colleague Lee Hurst, who had been working on the boat over the winter break, and I'd asked my 17-year-old son Simon to help with crewing duties.

SIMON DREDGE, 17-YEAR-OLD SON OF PETER

I'd completed my second year at Barton Peveril College the day before. Dad asked me if I could come and help out on the first day's testing and of course I agreed. I'd been out on the boat many times before so I knew the ropes and was happy to lend a hand.



PETER DREDGE I suggested that Simon WP sat alongside me in the front compartment while my son (Simon D) and Lee Hurst sat side by side in the back. The weather conditions were ideal, dry with very light winds and a flat sea state, and with the additional bonus of an early start it meant not too many other leisure boats were out on the water to disturb us.

As we approached the end of the speed-restricted Hamble channel, I turned round and asked my Simon to shut the rear overhead hatch. I saw him smile and give me the thumbs up once it was secured.

SIMON DREDGE I sat in my usual seat on the port side of the boat so I could watch Dad driving. It's pretty loud and I was wearing cans over my ears to block out some of the noise. It's such a fun boat to be in. The grip on the water is amazing.

PETER DREDGE The first run north towards the Hamble oil terminal went smoothly as I gradually increased revs and ran through the normal systems checks. All looked good so I eased the speed up to 75mph before slowing and performing a couple of gentle turns.

Once we were travelling south again I opened her up and with neutral trim we peaked at around 100mph before throttling back down to 80mph as we passed the green starboard channel marker and turned back north towards the mouth of the Hamble.

I planned to pass 50 metres north-west of the Hamble South Cardinal but as I approached it I noticed a long low wash running approximately north-south. This didn't cause me any concern at the speed I was going (75-80mph) so I gently started to turn the 45° to starboard towards the start of the channel, letting the hull's drag slow the boat and allowing the engines to cool without the thermal shock of a rapid deceleration.

As I scanned the surface in front of me I noticed two blue objects floating in the water. I was sure they couldn't be fishing pots so close to the channel but thought they might be scuba diver buoys, which sometimes use the more traditional blue and white flag Alpha.

I tightened up the turn by a few degrees. Almost immediately the boat hooked, sending the stern spinning violently to port. I pulled the throttles back more but saw to my horror that the cardinal mark was now right on our bows. I straightened up the helm to try and leave it to starboard but the hull suddenly gripped again, flipping us into the air so that we were now flying upside down towards the cardinal mark.

DEAD

Illustration: Neil Singleton

SIMON WOOD POWER, MD OF ROSS-SMITH MARINE AND VECTOR MARTINI CO-DRIVER

As soon it started spinning out, I knew we were going to end up upside down. We've both rolled boats in the past and we just needed to stay calm and wait for the boat to come to a stop. But when I saw we were heading towards the cardinal marker I shouted: "We're going to hit the f*****g buoy!"

It was like being inside a washing machine. I remember catching sight of spanners flying around inside the cockpit that I'd put there earlier. I think it could have been one of these that hit me on the head.

After multiple impacts it suddenly went ominously dark and quiet. We were upside down. I reached down to release the roof hatch. Water was rapidly filling the cockpit. My first instinct was to get out quickly, as I had been trained to do in numerous dunk tests.

PETER DREDGE I told Simon WP to go first so he took a deep breath and slipped through the opening. I waited a few seconds then followed him through. Rather than surfacing straight away I felt my way aft to the rear hatch and was relieved to find that it was already open. I looked into the rear cockpit but couldn't see anyone through the murky water so with my lungs on fire I turned and swam back out.

I surfaced on the starboard side of the boat and found Lee clinging to the upturned hull but there was no sign of my son. I shouted out "Simon" as loud I could but it was only when the other Simon called back to say that he wasn't on his side of the boat that I started to panic.

I took four or five deep breaths and dived back under the boat. We always keep two large scuba air bottles in the cockpit so I knew I could use these to breathe if the cockpit was filled with water but the temperature of the water was already taking my breath away.

I worked my way along the upturned hull until I located the hatch, swam in and found Simon in the rear compartment. My initial feeling was one of relief but I then I saw he was unconscious. I began to push him down through the hatch but just as I was about to follow him through I banged my head on the central tunnel and let go of him. To my horror he began to slip out of sight beneath me. I pushed my way out through the hatch with all my strength. A fraction of a second later I caught sight of him, grabbed him and swam upwards. My lungs were bursting but the pain was irrelevant. I had found my



son and we were returning to the surface together.

SIMON WP When the pair of them emerged, Simon was face down in the water. I leant down and picked up his limp arm to pull him on to the boat but it was clear he wasn't breathing. We knew we had to get him started so Peter blew into his mouth and he started to cough up pink foam.

PETER DREDGE I pulled Simon towards me, holding his nose shut with my left hand and gently breathed into his mouth. Almost immediately he coughed and ejected a mass of pink foam from his mouth. His eyes were half open and his arms and legs seemed to be moving involuntarily. I tried to reassure him then started to move towards the aft of the boat where Simon WP had climbed on to the upturned hull. As I moved him I could see his left arm was floating strangely and I could feel a bone sticking out. I warned Simon WP of this and he grabbed him by the lifejacket.

SIMON WP Simon kept slipping out of my arms so I pulled on his lifejacket cord to inflate it but it rose up over his head. I grabbed him under his armpit with one arm and waved with my other arm to signal for help. It was only then that I realised I must have been hurt too and was bleeding heavily from my head. I managed to attract the attention of a small dayboat and a gentleman's launch and told them to put out a Mayday call, but there was no way we could lift Simon on board. Thankfully, Jeremy Watts, an old friend and former powerboat racer, had heard something was amiss and came out to investigate.

JEREMY WATTS, MD OF ICE MARINE AND EX-POWERBOAT RACER

Peter keeps his boat in the same yard as ours and we happened to be there on the same day doing load tests on the lifting points of a new military



The impact with the cardinal marker (top) caused the rear exit hatch and air box to burst open (above), leading Peter to believe his son had escaped from the upturned boat



catamaran we'd just finished building. We couldn't see Peter's boat but we could hear him thundering up and down Southampton Water.

I heard the engines cut suddenly, followed a second later by a bang. I knew instantly that something wasn't right and called a halt to the test so we could go and investigate. We hopped on the boat and sped out to see what was wrong, ignoring all the speed limits. Sure enough as we approached I could see Peter's boat upside down in the water.

There was another small boat alongside with someone holding on to Peter in the water, who in turn was trying to keep his son's head clear of the water. Because our boat has waterjets and an open stern I was able to reverse back towards Peter so that we could grab Simon's lifejacket and pull him on to the stern platform.

His breathing was very laboured and he clearly wasn't conscious so we put him in the recovery position and then helped Peter and Simon WP climb on board. There was water, foam and blood coming from Simon's mouth and from time to time his body was going into convulsions. He may not have been conscious but you could tell his body was on autopilot fighting for survival.

PETER DREDGE When Jeremy came alongside we managed to lift Simon out of the water and put him in the recovery position. He was moving and groaning with quite a lot of blood coming from his head injury. I checked his pupils and the temperature of both hands to ensure his broken arm wasn't losing too much blood and then cuddled down next to him to keep him warm.

JEREMY WATTS While Peter tended to his son I set about calling the Coastguard to stress the severity of the situation and check on the progress of the emergency services. It felt like an age but was probably only a few minutes before an RNLI RIB arrived with four rescue guys on board, followed soon afterwards by a helicopter carrying a paramedic. The paramedic was lowered down to the RIB and transferred on to our boat so that he could take control of Simon's medical treatment.

PETER DREDGE Suddenly the boat was full of RNLI guys and I was moved away. They are the experts and they needed space to work – I just informed them what actions we had taken. I looked across at Lee who was still in shock, sitting in some kind of thermal blanket. Simon WP also had a makeshift bandage on his head, which had already bled out.

While all this was going on Jeremy helped me to call my wife Fiona and arranged for someone to drive her to the boatyard in Warsash. The RNLI instructed Jeremy to proceed gently back to harbour leaving the medical experts to work on Simon rather than risk a boat to boat transfer.

On the way back I noticed that the two blue objects I'd tried so hard to avoid were in fact just fishing pots, made from what looked like blue plastic 5-litre bottles, sitting innocently in the middle of the lead-in route to the channel. It helped me enormously that I had Simon WP alongside me – he told me that in his view the accident wasn't my fault and, seeing what we had seen, he would have done exactly what I had in the moments leading up to the accident.

When we got back to Warsash I watched my son being stretched off the boat and carried up the pontoon to the emergency teams. The air ambulance doctor checked all his vital senses then sedated him for the trip to hospital. At that stage I felt he was in the best possible hands and everything would be alright – the bash on his head and a broken arm would wreck his summer but he'd be fine in the end.

When we got to hospital I remember being really irritated that the paramedics in the ambulance cut off my T-shirt and trousers when I was perfectly capable of taking them off myself. My legs and shoulder hurt from hitting the steering wheel but all I wanted to do was check on Simon. It was only when I discharged myself and went to the intensive care unit that I realised how serious things were.

My wife and I were ushered into the family room where a doctor sat us down and told us that Simon's condition was very severe. The



The Vector had completed many hours running during the previous season without a hitch



Peter Dredge (centre) with his 2014 race-winning Vector Martini team-mates



injuries to his head and back might have long-term consequences but it was the damage to his lungs that was the immediate concern. Without specialist help his prognosis was zero.

We were in total shock. I knew he wasn't well but it hadn't occurred to me that he was in a life-threatening condition. I was utterly numb. The words that really hit home was when the doctor said he needed to get all this information to the team at St Thomas' Hospital in London to see if he was a 'viable' case.



Two small cruisers were first to reach the upturned raceboat but neither could lift Simon's unconscious frame from the water. Jeremy's boat and the SAR helicopter arrived shortly afterwards

**DR CHRIS MEADOWS,
CONSULTANT IN CRITICAL
CARE AT ST THOMAS'
HOSPITAL, LONDON**



The first I heard of Simon's accident was when I got a call from Southampton Hospital about a young man with critical lung injuries. He had swallowed large amounts of sea water in a near-drowning and broken several ribs causing severe bruising and bleeding. They recognised that escalation was required as his lungs were incapable of keeping oxygen levels high enough to survive. Lungs are fragile things and Simon's were badly inflamed and filled with fluid preventing oxygen getting through to the bloodstream. Without

specialist treatment there's no way he would make it.

There are only five hospitals in the UK with the necessary skills and equipment to deal with this kind of lung injury. The only hope is to use ECMO (extra corporeal membrane oxygenation), a kind of artificial lung that oxygenates the blood outside of the body and bypasses the lungs. Guys and St Thomas' is the largest ECMO centre in the world but with only a limited number of units we sometimes have to take difficult decisions about which patient is most likely to benefit from the treatment. Simon was a young, fit guy with a good capacity for recovery so we despatched a team straight away.

The fact that Simon was still alive when we got there was a good sign. We immediately set about locating the veins running into his lungs and inserted the needles allowing the heart to start pumping the blood into the machine. ECMO isn't a treatment as such; it's just a bridge that buys time for the lungs to recover.

PETER DREDGE Once the ECMO team had stabilised Simon they transported him back to London. He remained in an induced coma to stop him moving around and stayed on ECMO for five days to give his lungs a chance to recover. That was the immediate priority but there was still concern about possible brain damage from his head injury and



A fully recovered Simon (left) and family celebrate Peter's succesful return to racing



Three months previously Simon was fighting for his life, surrounded by medics on Jeremy's boat



The Vector Martini V40 is renowned for both its speed and rough weather ability



The tough kevlar-reinforced cockpit stood up to the impact remarkably well

even paralysis from a fractured vertebrae. He remained sedated until after he was moved to Guys Hospital for the back vertebrae operation.

I barely slept at all for the next two weeks. Whenever I closed my eyes I had a vision of Simon's face, not breathing and his lips all blue. It didn't help that I was still in considerable pain myself but in my mind I kept reliving the accident, trying to work out what I could have done differently and knowing that the actions I took somehow caused the crash. It is bad enough to live with the possibility of killing anyone but in trying to avoid two divers' flags, that turned out to be mere fish pots, I had nearly killed my own son.

It was almost two weeks and several back operations later before they finally started to bring Simon out of sedation. It's a long and painful process and initially he was very confused and frustrated. He was still on a ventilator with tubes running down his throat so couldn't speak at all but I was so relieved to see him open his eyes and start moving again. I could tell he was still the same kid inside.

After a while they gave him a tracheotomy so he could breathe more easily and by pressing down on his throat he could communicate again. He lost two stone in the process and from being a fit rugby-playing teenager he was reduced to an invalid who could barely walk two paces without being exhausted, but at least he was still alive.

SIMON DREDGE I can't really remember anything about the accident itself. I spent so long in an induced coma that when I woke up any memories of the accident itself were long gone.

My left arm was smashed, I had a broken collarbone, several broken ribs, collapsed lungs, a fractured skull but fortunately no bleeding on the brain, and broken vertebrae that could have left me permanently paralysed. It's purely thanks to the amazing efforts of all the medical teams that I am now fully recovered and even the lingering nerve damage to my left arm has cleared up.

PETER DREDGE By Simon's 18th birthday, he was much better. He'd been at home for a few weeks and was well on his way back to fitness, and wanted to go to London to thank all the doctors who'd saved his life and got him back to where he is today. Somehow it helped put it all in perspective. We also visited the RNLI team that came to our aid that day and spoke to all the other agencies that helped us.

I am so proud of all the work and effort Simon did to get himself back to fitness and I will be eternally grateful that in Great Britain we enjoy the best first response services in the world, bar none.

The final big challenge for me was getting back in the boat for the Cowes Torquay race at the end of August. Fiona would have preferred me not to compete but powerboat racing is my life and while she still thinks of it as the boat that nearly killed our Simon, I think of it as the boat that was so strong it saved our lives; no other boat I am aware of would have been able to withstand such a heavy impact.

To be honest because the boat only arrived ten days before the race I was so busy preparing it that I didn't have much time to dwell on the race itself. But the moment I put my helmet on, my professional instinct kicked in. The British Powerboat Racing Club had even arranged for Simon to wave the start flag. Seeing him there on the start boat with my daughter, both with big beaming smiles on their faces, meant the world to me. Winning the race was the icing on the cake. We averaged 95mph on the way to Torquay and 94mph on the way back, breaking the course record that had stood since 1996.

SIMON DREDGE I was so proud to be able to wave Dad off at the start of the Cowes Torquay race. Despite everything I've been through I don't hold any regrets about the day. Instead of blaming Dad for the accident, I credit him with saving my life. He has been my absolute hero. The only thing that has changed is my perspective on life; I now have so much more time for everyone because I know how lucky I am just to be alive.

LAURA JO DREDGE, SIMON'S SISTER

Even now I can't quite believe I've got my brother back. I've always been very close to Simon and when I first heard that unless the ECMO team accepted him his chances of survival were zero, it felt like my heart was being pulled out of my body. In my mind I'd already lost him and I was just trying to stay strong for my parents.

Once he'd recovered, I wanted to give something back to the team that saved my brother's life. I decided to put on a fundraising dinner at Southampton Football Club to raise money for a new ECMO unit. More than 280 people came to show their support for Simon and we raised over £22,000 in the process.

Despite the countless lives already saved by Dr Chris Meadows and his team, there are still only 25 ECMO beds covering the whole of the UK, which means having to make difficult decisions about who gets to benefit from the treatment and who doesn't. If you'd like to help alleviate that lottery by donating towards the Guys and St Thomas' Hospital ECMO unit please go to <https://www.justgiving.com/Laura-Dredge/>



The RNLI towed the stricken Vector back into the Hamble. Less than three months after the accident Peter stepped back into an identical boat and won the Cowes Torquay race





MAREX 375



UK Launch - April



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The correct ECO figure for an XO 360 may be 6 knots, but that's hardly realistic

ASKMBY YOUR QUESTIONS

MBY's test figures; entering a contract

SETTING THE PACE

I very much like to read the boat reports in MBY and to study the figures in the performance table but how reliable are these figures? Also, the column marked MAX is self-explanatory but could you please explain how you decide where to place the columns marked ECO and FAST? **Jan van der Schans**

The speed is measured by a suitable GPS device and recorded over at least two runs in opposite directions to eliminate the effect of tide and wind. The RPM and fuel flow figures are taken from the engine's own computer management system. It's hard to verify these independently but most engine makers claim a maximum variance of +/-5%.

As for our labelling system the ECO stamp is placed over the column which shows the boat's best fuel economy (in mpg) at what we consider to be a realistic cruising speed. In the case of displacement and large planing boats that tends to be in the 6-10 knots range, for smaller, sportier craft that's more likely to be in the 15-25 knot range.

This may not always be the most efficient speed in absolute terms but rather the speed at which an owner of the boat in question is likely to want to cruise. For instance, it's hard to envisage an owner of an XO 360 wanting to cruise any distance at 6 knots.

The FAST label refers to the boat's most comfortable fast cruising speed. This will vary from boat to boat but generally we look for a speed where progress is swift but fuel consumption is still reasonable. We also take

*into account how the boat 'feels' at a certain speed. That sounds a little unscientific but there are times when a boat seems to settle naturally into a canter where speed v. consumption but also noise levels and running attitude fall into line. **Jack Haines***

SEAL THE DEAL

I recently saw a river cruiser advertised online by a reputable broker. After an unsuccessful offer below asking price I then bid the full asking price. The broker was working on behalf of a yard but three days later still wouldn't confirm that my offer had been accepted. Do I have an enforceable contract having bid the full asking price? **Peter Dodds**

Under English law a contract can be verbal or written but unless you've got something in writing you will be hard pressed to prove any contract was agreed. For a contract to be legal certain elements must be proved; the initial agreement (offer and acceptance), an intention to create a legally binding agreement, and payment. Merely offering the full asking price does not satisfy any of the above.

*The second element in play here is the law of agency. In simple terms the broker acts as an agent for the seller. The broker may advertise and negotiate on behalf of the seller but the final decision and contract is signed by the seller. From the information given it seems that a contract was not perfected because the seller did not (via the broker) formally accept the offer. **Jonathan Hadley-Piggin, Keystone Law, 020 7152 6550***

GOT A QUESTION?
EMAIL US!
mby@timeinc.com

ADVERTISING FEATURE

BERTHON

Spring time recommissioning



Recommissioning your motor boat in spring for the coming season should be straightforward if you've winterised it properly

Here's a useful checklist for two key areas:

PLUMBING

- Reconnect the fresh water pipes in the bilge
- Reconnect the pipes to pumps and calorifier
- Fill the fresh water tanks and check for leaks
- Connect the fresh water plumbing systems and check the flow of water to all outlets, then check the toilets work

ENGINE

- Unseal and reconnect the exhaust system
- Unseal the air inlet and refit the air filter
- Fit a fresh seawater impellor and gasket
- Reconnect all sea water hoses
- Check the engine and gearbox oil level
- Check the antifreeze level and strength
- Check the stern gland and vent
- Open the raw water inlet seacock and check for leaks
- Test run the engine while alongside and check instrument readings
- Check throttle and gear controls then shut down the engine

TOP TIPS

- Give everywhere a good clean – this allows for better visual inspections and potential issues can be resolved before escalating
- When winterising, make a check list of every step taken, then when the time comes to recommission, work your way back through the list to ensure you haven't missed anything
- Don't forget your tender's outboard. Get an engineer to service this to ensure it starts when you need it to

If you'd like the experts at Berthon to help recommission your boat you can call us now on **Tel: +44 (0)1590 673 312** or see the full checklist of jobs at **www.berthon.co.uk/maintenance**

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In practice, Zipwake is the easiest and most intuitive interceptor system we have ever used

All zipped up

We put Zipwake's new automated interceptor trim system to the test – and it passed with flying colours!

Back in our March 2015 issue, we wrote about the new interceptor system from Zipwake that we had seen at METS. Now, thanks to Wessex Marine letting us loose on its Zipwake-equipped X0360, we can tell you exactly what the hands-on experience is like.

Well, the words 'could not be easier' spring to mind. The key multifunctional manual controls are the central pitch wheel, and its surrounding roll wheel. Thumbing the central pitch wheel upwards depresses the two interceptor blades in tandem and push the bow down, and vice versa (note, Zipwake's reference to 'pitch' is the same as many a boat owner's reference to bow up or bow down trim – it doesn't refer to a boat's pitching movement). Rotating the roll wheel clockwise will drop the port blade and raise the starboard blade, and so roll the boat clockwise, i.e. to starboard (and vice versa). Simple!

Out on the water, even at high speed in rough conditions, these two wheels

are so easy and quick and intuitive to use that they make nigh-on every other system I've tried feel clumsy. Three other things made Zipwake's system very effective in practice. The blades are extremely fast acting, in theory 1.5 seconds from fully up to fully down. So fast that my thumbing or wheel twirling was the limiting factor in manual mode. I managed around three seconds minimum for 'lock-to-lock' operation on either wheel, roughly two to three times as quick as the fastest trim-tab systems I've used. Despite their speed, there is no perceptible lag or overshoot in the system. On a few I've come across, the interceptors or trim tabs seem to play

catch-up with the user's input, and that results in overshoot, followed by further annoying correction. However, although the blades can be fully depressed or raised very quickly, the two wheels are speed-sensitive, so if you just tickle the wheels rather than spinning them furiously, the blades will move by as little as 1% at a time. That amazing degree of fine-tuning was difficult to detect when adjusting pitch, but it was terrific (and detectable) when I was trying to perfectly level the X0360 in flat water in a crosswind.

So far, so manual. Although the in-built gyro sensor controls the system's auto-roll

mode, in auto-pitch mode it is the boat's speed, not its real-time trim (pitch) that determines how much the blades are depressed. To establish how much, the user inputs basic boat data: length, beam, and weight. The system then generates what it thinks is a good starting point for the boat; an auto-pitch control curve that tells the system to depress the blades a given amount at any given speed, with the speed taken from a GPS input.

THEORY VS PRACTICE

Compared with a system that uses gyro-measured real-time trim to control the pitch, in theory this approach has its limitations. In 5 knots of tide, a notional 20-knot cruise would register as 15 knots on the controlling GPS in one direction, and 25 in the other. Also, Zipwake's system does not account for significant changes in trim caused by changes in load such as fuel or stores, nor particularly heavy

MY TAKE In the same way that the joystick has demystified the art of berthing, these intuitive Zipwake controls will make it much easier for newcomers to make the most of their boat's trim tabs. That can only be a good thing. **Hugo**



30 SECOND BRIEFING: INTERCEPTORS OR TRIM TABS?



- Interceptor blades are much faster acting than conventional trim tabs (above). So when they are suitably powerful, and fitted to a fast enough boat, they are able to act as a full boat attitude control system, not just as a basic trim system. This is easily their most significant advantage.
- Interceptor manufacturers keep repeating the claim that interceptors have less drag, but we've not seen any quantitative data to support this, nor any anecdotal evidence either. It may be true, but in our view, it's a distracting irrelevance.
- The way the pressure is made means that interceptors are able to steer a boat in a way that is invariably more pronounced and effective than normal trim tabs. So they can provide useful emergency backup steering. The flip side is that their more overt steering effect can be unwelcome at times.
- My testing suggests that not every single boat is at its best with interceptors. Back-to-back testing on one 44ft IPS600 sportcruiser produced a boat that was dynamically much happier, and slightly more stable, when fitted with its conventional large-plate trim tabs.



Turning the outer wheel corrects roll, while the inner one adjusts bow up/down

tenders all the way aft. Nor changes in trim, abrupt or otherwise, caused by the local wind and waves and tide.

All this will matter to some. However, even on the XO360 which is fast and narrow and therefore sensitive to trim, it didn't bother me. Even under way at 35 knots, it was a doddle to fine-tune that standard auto-pitch control curve, either by accessing the menu, or by saving any number of real-time manual settings simply by pressing the roll wheel. All told, I reckon that anybody who is genuinely sensitive enough to their boat's behaviour to want to fully optimise the trim of their boat in any given condition, will fine-tune the auto-pitch control curve to suit their boat's typical condition, switch on auto-roll, and then use Zipwake's manual override adjustment to fine-tune the boat as necessary. I think the fact that it is so fast acting and incredibly intuitive will encourage its users to play around and optimise their boat's trim more, because it is so ridiculously easy.

Zipwake has incorporated a steering function into its system (see 30 second briefing) which is engaged by pressing and holding the roll wheel. I was amazed how well it worked, providing up to roughly 20° course corrections by

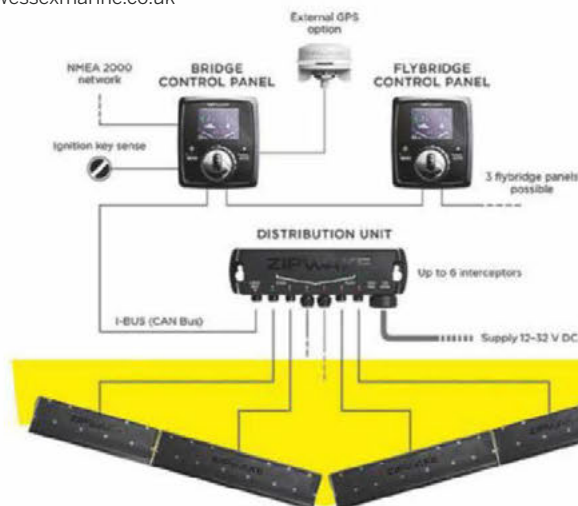
spinning the roll wheel. Although I can't vouch for every boat, on our XO360 it gave us genuinely effective steering control – if our steering had failed, it would easily have navigated us through Poole Harbour's hazards and back to the marina.

Testing the steering function unfortunately highlighted an embarrassing point – XO had connected the blades the wrong way round. Although that didn't effect any of our myriad trim tests whatsoever, nor stop us scrutinising every detail of Zipwake's effortlessly understandable on-screen menu system, it did confuse the auto-roll software. We plan to return and finish this aspect of the test when Wessex has rewired the blades correctly – watch this space.

So how much does this much 'easy' cost? On a typical 45-foot flybridge boat, for example, a twin station, twin blade system (see yellow installation diagram) would be around £2,700 inc

VAT. Trimming a boat correctly can improve the comfort on board considerably, and reduce fuel bills, so £2,700 seems very reasonable on a new 45-footer that will doubtless cost upwards of £300,000. **MBY**

Contacts www.zipwake.com;
www.wessexmarine.co.uk



"I wish to communicate with you"

Signal K promises to bring boat comms into the 21st century

Signal K is a new open source electronic communication system for data exchange. It's intended to compete with the NMEA0183 and NMEA2000 protocols that now govern how our boats' electronics talk to each other.

According to the team of self-confessed geeks behind the Signal K project, there are three main problems with the existing standards.

The first is that both of the existing protocols are old. Even the 'new' NMEA2000 is based on ideas and technology from the mid 90s. It's 50 times faster than NMEA0183 and can handle a network of 50 devices rather than just two, but it's the same vintage as Windows 3.0.

The second issue is that although the NMEA standards are nominally 'open', in that they are published and available to anyone, in practice it is

expensive to buy the essential documentation, and its use is governed by copyright laws and licensing agreements.

The third comes back, in a way, to the fact that NMEA0183 and 2000 are both so very last century; they were conceived when the World Wide Web was new, and marine instruments were much less sophisticated. Now that you can control your home central heating from a mobile phone on the other side of the world, perhaps the biggest of the System K ideas is that it should be easy to share boat data – not only around the boat itself, but with other boats, and other mobile devices.

The Signal K protocol is designed to work over mobile phone data links, Wi-Fi, Ethernet, USB, and Bluetooth. Innovative hardware manufacturers

are already working on devices that will convert NMEA data to the Signal K format, and with the essential technical specifications available to software developers completely free, it's a fair bet that we'll soon see some genuinely innovative apps appearing.

Contact www.signalk.org



The NMEA replacement takes its name from the traditional signal K flag meaning, "I wish to communicate with you"

Are you sitting comfortably?

New suspension seats from Grammer promise decent support



80mm of suspension travel despite a low mounting height

I once made the mistake of spec'ing my new MINI Cooper S with 'sports suspension'. That this was left as a 'no cost' option rather than fitted as standard should have warned me. The result was that on the production line, steel bars were fitted where the springs should have been – at least, that's what it felt like. It ruined what was otherwise an absolutely brilliant little car and pummelled me mercilessly with a rock-hard ride. Yet on fast boats we happily accept a similar complete lack of suspension even though the terrain we traverse is often rougher than the most pot-holed road (and, at 30 knots, feels every bit as hard as Tarmac).

Now obviously we can't fit springs between the hull and the interior, but we can to the seats we sit on, and to that end Grammer AG, a German company, has launched a new range of suspension seats. And while Grammer is not the first to do so, the interesting thing about this company is that it supports scientific research into the effect of shock loadings on the spine via its 'Grammer Spine Journal Award', and incorporates the findings into its own product philosophy, thus reassuring us that it is doing the job thoroughly.

Grammer builds suspension seats for off-road commercial vehicles, trucks and busses, but its latest product, the



The Avento Advanced seat, with its flip-up bolster

Avento sportsboat seat, is, as the name suggests, designed for marine use.

Chief benefits include an extremely low installation height of the full suspension system that still allows 80mm of suspension travel. There are also flip-up bolsters to support standing at the helm, adjustable backrests, robust materials suitable for the marine environment in a variety of colours, and of course, proper ergonomic design that supports the whole body.

Contact www.grammer.co.uk



Seats have full adjustability, and can be mounted on a seat base or box

You have arrived at your destination

Court battles for Garmin

If you think there's a certain similarity between Garmin's DownVü, Lowrance's DownScan and Humminbird's DownVision, you're not the only one!

Garmin has come under legal fire from both Navico (the parent company of Simrad and Lowrance) and Johnson Outdoors (who owns Humminbird) for alleged patent violations.

Recent rulings by the American International Trade Commission mean that some of Garmin's DownVü and SideVü products cannot be imported into the USA. The ITC decision in the Navico-Garmin case came a fortnight after a similar result in the lawsuit brought against Garmin by Johnson Outdoors. For a company that is as American as pumpkin pie, but whose main manufacturing facility is in Taiwan, an import ban could be a major problem.

Six months ago, things looked very different. An initial decision in the Navico case had gone Garmin's way, prompting Garmin to issue a press release criticising its competitors for, "Investing their resources in baseless litigation which does not benefit customers or the industry".

The consumer upside of Garmin's court battle is redesigned DownVü and SideVü transducers



Barely a week later, the initial decision in Johnson's Sidemaging case went the other way. Johnson won, Garmin lost, and the company that had criticised its competitors for investing resources in baseless litigation promptly announced that it intended to appeal.

Now that the final decision in the DownScan case has overturned the initial finding, Garmin is intending to appeal against that one, too!

Fortunately, Garmin has not left its

defence against Navico and Johnson entirely in the hands of its lawyers: it's R&D department has been on the case at the same time.

Garmin's Nigel Craine (Marine OEM sales manager for Europe) said: "We didn't set out to infringe anyone's patent. In fact, we tried not to. But we've already redesigned the transducers concerned, to avoid the issues that Navico has raised, and we're shipping them into the States and worldwide."

Nautical Necessity



One of the very small and select band of nautical apps for Windows phones, the oddly-named

Nautical Necessity is a weather app. But instead of displaying weather forecasts, **Nautical Necessity** displays the actual weather as recorded by weather buoys around the world, and compiled by America's NOAA.

Inevitably, perhaps, coverage is best around the coasts of the USA, but there are useful buoys in the English Channel, North Sea, and Irish Sea, and one isolated buoy in the Med (off Nice).

Using the app is dead easy.

Zoom the map to reveal individual buoys you're interested in, then tap the buoy to reveal a page of data that includes wind speed and direction, wave height and period, air temperature and pressure, and water temperature, all typically less than an hour old.

Compatible with Windows Phone 7 and later

Free from Microsoft Store

AND YOU THOUGHT YOUR BOAT WAS SPECIAL

What is it?

Hang on – isn't that 'Galileo', the shuttlecraft from Star Trek? There's more than a whiff of 'Galileo' about the design admittedly, but no, this is a SWATH vessel – Small Waterplane Area Twin Hulls, named *Ghost*.

Must be American...

How did you guess? It was conceived by an entrepreneur called Gregory Sancioff and built in a rented Naval

Shipyard unit in Portsmouth, Maine by his company Juliet Marine.

Interestingly, the company name reflects the inspiration for the craft. Sancioff read a report about a US Navy exercise in which the navy attacked the battlegroup with small high-speed boats. The result was a simulated loss of 20,000 servicemen.

Sancioff surmised that a small fast counter-offensive weapons platform was

required for retaliation – and that military exercise was called 'Juliet'.

So how does it work?

The main hull is 38ft long and made of stainless steel and aluminium for a decreased sonar signature. It rides on two 12ft wing-like struts connected to 62ft torpedo-like floats.

This could be the ultimate superyacht tender or fast commuter boat



The dimly lit cabin is large enough to transport 16 people

At low speeds or in shallow water it rides low with the struts spread outwards, but at high speed the struts are pulled inwards and downwards like wings, lifting the hull clear of the water. In rough seas it constantly varies the angle of the struts to smooth the ride.

What makes it go?

2,000hp gas turbines spin twin propellers at the forward end of each float. But what's really clever is the use of 'supercavitation'. Those props also pull in air, effectively creating a bubble around the pods, which significantly reduces drag.

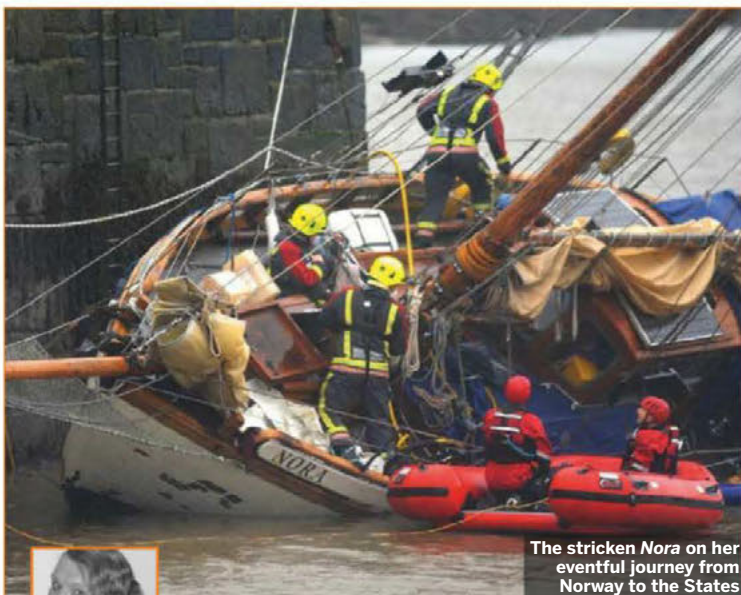
Must be fast!

28 knots so far, but they believe 50 knots will be achievable.

Is it for sale?

Sure, Berthon has it listed on brokerage – check its website. It could be yours for \$7,500,000.

Contact www.berthon.co.uk



The stricken *Nora* on her eventful journey from Norway to the States



TAKING A BEARING

MEL BARTLETT: *Bad luck or stupidity?*

A 40-foot wooden sailing yacht may not be everyone's idea of a dream boat, but there's no doubt that Steve Shapiro and Bob Weise struck a bargain when they bought the classic *Nora* for less than €45,000 (about £35,000). She was solidly built, beautifully fitted out, and well looked after.

The only snag was that she was in Norway... and Messrs Weise and Shapiro wanted her in Maine.

"No problem," said 71 year-old Shapiro. "We'll just sail her home."

They left Norway in July. Since then, lifeboats from Norway, Denmark, Scotland, Northern Ireland, Eire and Cornwall have rescued the dynamic duo from eight separate incidents. The tally of rescues rose to nine when Cornwall Fire Brigade were called out to deal with a fire on board.

We all make mistakes. But these guys don't seem to be learning from theirs.

In a bizarre television interview, Shapiro claimed that those who criticised his seamanship, "Ought to revisit history and realise that we won the war." Meanwhile, Weise insisted that although their rescues cost money, "If they weren't out looking for us they'd be out practising."

Personally, I've always been against rules, regulations, compulsory training and mandatory safety equipment, because government agencies

don't have a great track record when it comes to dealing with recreational boating.

There was a great example a couple of years ago when a very skilful Dutch sailor safely (and deliberately) beached his trimaran on a Kentish beach to repair a minor leak. But instead of letting him get on with it, the great British bureaucracy waded in.

First on scene were the local council, who said they would break up the boat if he did not remove it 'forthwith'. Next came the police, who insisted that he had to leave his boat 'for his own safety'.

Then local Coastguards bolt-cut the outboard off the unattended boat, removed vital bits of rigging, and took away the instruments 'for safekeeping'. And then the MCA slapped a prohibition notice on the vessel, requiring repairs to be carried out before it could be moved!

But the sheer arrogance of *Nora's* new owners makes me wonder whether I'm the one that's making a mistake. Maybe people like this really should be legislated off the water. Or maybe Hayle Harbourmaster – instead of calling the fire brigade – should have just let *Nora* burn.

A Viking funeral would have been a far more fitting end for a lovely old Norwegian boat than her piecemeal destruction by a pair of foolhardy septuagenarian bunglers.

Power to the PC

Digital Yacht launches new compact marine PC

Palm-sized but not portable, Digital Yacht's new Aqua Compact Pro is a marinised PC that packs a dual-core Intel i3 processor, HD5500 graphics processor, 8GB of RAM and 128GB solid-state hard drive into an elegant little box that's just 115mm square and 50mm thick.

In all honesty, those specs are hardly likely to make a gaming geek drag himself away from whatever fantasy he's immersed himself in, but back in the real world they translate to a nice compromise between ever-present problems of getting power into and heat out of a marinised PC, and the performance and memory required to handle 3D charting programs, radar and sonar overlays, entertainment and email apps, and internet connectivity.

Data connections include Wi-Fi, Bluetooth and wired Ethernet, plus four USB3 ports and two video outputs (DisplayPort and mini HDMI), while power consumption is less than 2A from a 12v DC supply.



Seriously small, the new Aqua Compact Pro fits in the palm of your hand

With the Windows 10 operating system pre-installed, the list price of the Aqua Compact Pro is £954 (inc VAT).

Contact www.digitalyacht.co.uk

Splitting airs

Revitalise your Volvo Penta diesel engine

From Walker Engineering Enterprises in Sun Valley in California comes the latest environmental technology for your boat. The company is introducing its 'Spinbreather' system to 'classic' (that's 'old' to you and me) Volvo Penta marine diesels.

Intended for motors dating from the 70s, 80s and 90s that use an open breather with threaded base, the Walker AIRSEP Spinbreather is a high-performance open breather designed to replace the standard canister type without requiring any modification.

The system is said to trap and filter out crankcase oil fumes before they escape into the engine bay, lowering

emissions and helping to keep your machinery clean. Rated for 150 hours, they should easily last between services for most leisure users.

Contact www.walkerairsep.com



The Spinbreather can easily be retrofitted to most 'classic' Volvo Penta diesel engine

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TRIED&TESTED

We put the latest kit through its paces

Garmin VIRB XE

£350

With the action camera market largely sewn up by GoPro, Garmin knew it had its work cut out to sway people away from such a well-known brand. The VIRB XE distinguishes itself, not only by being over £50 cheaper than the equivalent GoPro, but with some extra features that are very useful for boaters.

The main one being that, via Wi-Fi, the VIRB can be connected to and controlled by other Garmin devices that you have on board. So in practice this means you could clip the camera to a guardrail and see what it is seeing or start and stop recording via the chartplotter at the helm. The G-Metrix system also allows you to overlay data such as speed, acceleration, G-Force and heart rate over the video in real time, which adds some fun to your videos.

It's a quality bit of kit too, solidly constructed and with lovely chunky controls to start and stop recording plus a simple click-to-capture



EXAMPLE FOOTAGE

function for high-quality stills. There is no need for a clunky case, either, because the VIRB can go to depths of 50m without one.

Image quality is excellent, both for video and stills, and the built-in mic does a great job of picking up sound without needing any sort of external microphone.

The main downside of the camera is that you can't see what you're shooting in real time from the camera itself, as there is no viewfinder. This isn't an issue limited only to the VIRB, but most manufacturers do offer a version of the



A compact, solid unit, and it's waterproof to 50m

VALUE ★★★★★
RATING ★★★★★

camera with an LCD screen should you want one. That said, the wide angle of the lens does give you the best chance possible of capturing the shot you want.

Ultimately there is a lot to like about the VIRB, including the vast array of

mounts on offer to cover all scenarios, and it has functions that are genuinely beneficial to those using the camera on board a boat. **Jack Haines**
Contact virb.garmin.com

Finisterre wetsuit hanger

£25

I know what you're thinking and yes, £25 is a lot to spend on a hanger, even one that is claimed to be the toughest, most versatile wetsuit hanger ever. To be fair the chunky plastic moulding does feel pretty indestructible (it's good for 25kg), the open-ended design does makes it easier to slide a soggy wetsuit in, and the foam-covered carabiner clip with adjustable strap does allow it to be looped around things like radar arches and grabrails, which conventional hangers would



The last word in wetsuit hangers, but £25 seems a lot to spend on a piece of plastic

not, but the bigger question is whether you really need something as over-engineered as this. If you're running a surf shop or kitting out the beach club of a superyacht with rows of wetsuits for guests, it might be worth investing in some of these unbreakable hangers

but personally I've never had too much trouble drying my wetsuit on the normal plastic hangar it was supplied with free of charge. **Hugo**

Contact www.finisterreuk.com

VALUE ★★★★★
RATING ★★★★★

Swarfega hand wipes

£12.50 (150 pack)

VALUE ★★★★★
RATING ★★★★★

Winter is the perfect time for carrying out maintenance and repair jobs to ensure a shipshape summer's cruising. But these jobs are inevitably tasks that leave your hands filthy – an entirely unacceptable situation when there are pristine interiors and light coloured upholstery around. That's where these wonder wipes from Swarfega come in, which leave your hands clean and sweet-smelling. Miraculously, they are able to remove anything, including grease and the deepest of engrained oil stains (the black tub also removes paint and lacquers) with no need for water. Whether you keep a tub in the shed at home or stow them away on board, each one has 150 reasons why anyone who wants to keep their clappers happy should go out and buy some. **Neil Singleton**
Contact www.swarfega.com



The Swarfega Red Box and Black Box; both heavy duty, the black is for paintshops

OURBOATS

Top tips from real boat owners in the MBY fleet

MBY'S FLEET

NORDHAVN 46

ENVOY

LAURIE CRANFIELD, The Med

FLEMING 55

PLAY'DEAU

PIERS DU PRE, Guernsey

DUCHY 27

ALCHEMY

PHYLLIS ROCK, Yarmouth, UK

FAIRLINE SQUADRON 78

MATCHII

JOHN WOLF, Antibes, France

BÉNÉTEAU SWIFT TRAWLER 34

BLUE'S AWAY

JACK HAINES, Marina de Portimão, Portugal

WINDY 37

SEVO

HARRY METCALFE, Port Saint Jean, France

PRINCESS 67

JENNY WREN

MIKE ROTHERY, Sant Carles Marina, Spain

CORVETTE 320

FALCONET

DAVID MORRISON, Chichester Harbour, UK

SELENE 47

HIGH FLYER

TESSA TENNANT, Lymington, UK

KARNIC BLUE WATER 34

BOHEMIAN GIRL

HUGO ANDREAE, Poole, UK

JEANNEAU NC14

DIANA

JOHN BRUNYATE, Port Solent Marina, UK

PRESTIGE 500S

BREAKING BAD

NIGEL PICKIN, Port Hamble, UK

NEXT MONTH

SILVERLINE 27

LITTLE BEAUTY

PAUL THOMAS, Norfolk Broads

A winter runaround
on the Broads



STEELER FF53

TBC

PETER CHESTER, Holland

Building a new Dutch
Steeler FF53



NORDHAVN 46

Touring the Turquoise

Turkey's coastline provides 4,400 miles of wonder

Many clichés are written about Turkey straddling two continents, a bridge between Orient and Occident, a melting pot of cultures – and they are all true. Turkey is the most diverse and fascinating country we have cruised in, everywhere meeting friendly, helpful and honest people, as curious about our lives as we are about theirs.

More than 90% of her 70 million population are Muslim, but Turkey is a secular nation, and we enjoyed our exposure to moderate Muslim influences – visiting historic mosques and listening to the wailing voice of the muezzin calling the faithful to prayer.

Statues and pictures abound of still-revered Kemal Ataturk, the Father of the Turks, and countless streets and squares are named after him. Turks are extremely proud of their heritage and their country, and Turkish flags seem to adorn every vantage point.

Turkey's coastline stretches a staggering 5,000 miles bordering the Black Sea, the Sea of Marmara, the Aegean Sea and the Mediterranean Sea. Our favourite cruising area is the Turquoise coast (also known as the Lycian coast) ranging from Marmaris to Antalya with its spectacular anchorages, stunning historical sites, picturesque harbours and modern marinas, all set against the backdrop of the rugged Taurus mountain chain towering to 3,000 metres.

Many charter yachts are based along the Turquoise Coast, and international airports at Bodrum, Dalaman and Antalya make it easily accessible for a memorable cruising vacation.

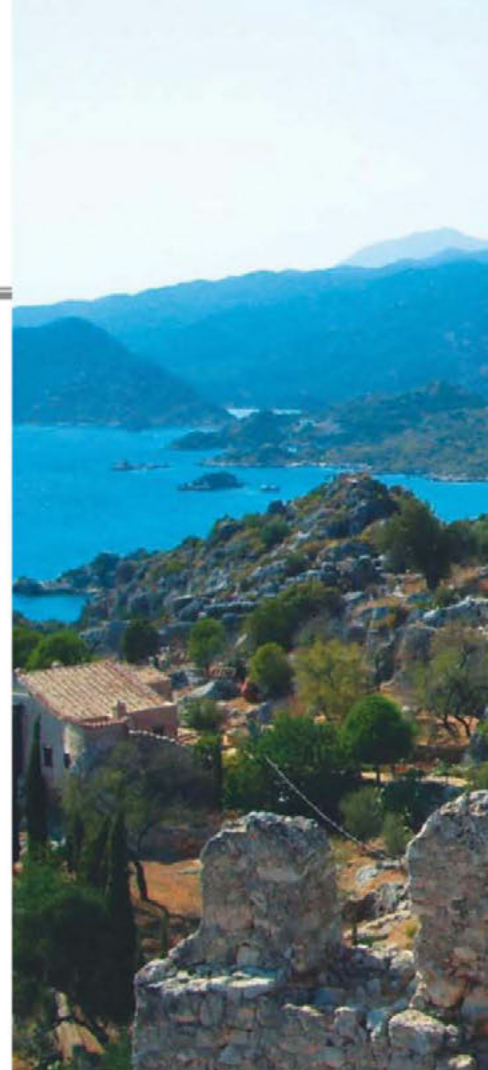
SUGGESTED CRUISING PLAN

June to September is the best time to cruise this area and with mostly stable weather and with few wasps, mosquitoes or other pests, you will often enjoy dining alfresco as you recount the day's adventures.

Distances between safe anchorages along this coast are easy less-than-day

hops, and many restaurants offer the additional option of jetties or buoys to secure to. There is ample availability of fuel, water and provisions along the way, and in case of problems there are several modern marinas with excellent technical infrastructures. Considerable additional detail of the route is available in Imray's *Turkish Waters & Cyprus Pilot*.

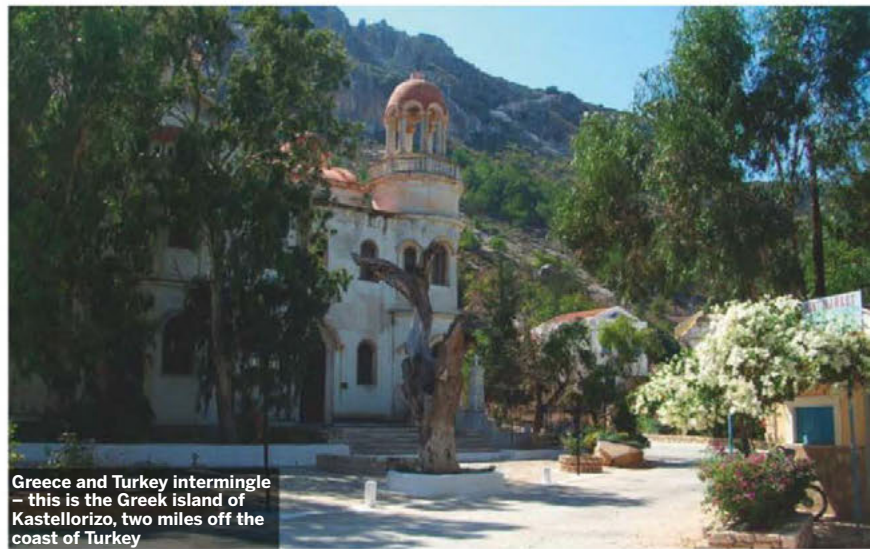
Marmaris, home to many charter yachts, is a great place to start – it offers good shelter for anchoring, two excellent marinas and a large town for provisioning. First stop is Ekincik, and on the hillside above My Marina Yacht Club is their stunning restaurant, one of our favourites. From Ekincik we took an all-day guided boat trip up the Dalyan River to visit the ruins of ancient Caunos and the Lycian rock tombs set in the cliffs. Caunos dates from the 10th century BC and has breathtaking ruins, in particular a large theatre and a dominating hilltop fortress. The tour guide will try to limit your time at Caunos to one hour, but say you need longer. The cliff tombs date from the 4th century BC and we found it hard to imagine how the artisans were able to carve such elaborate edifices in seemingly inaccessible places.



Heading east is Fethiye Bay containing the captivating villages of Göcek and Fethiye plus numerous islands and many gorgeous bays including famous Ruin Bay and Wall Bay, making this area the highlight of the coast for many cruisers. Ruin Bay is the site of an ancient bathhouse reputedly constructed for Cleopatra. This was magical, and after the day-tripper boats departed we snorkelled around the ruins in seclusion.

EASTERN EXPLORATION

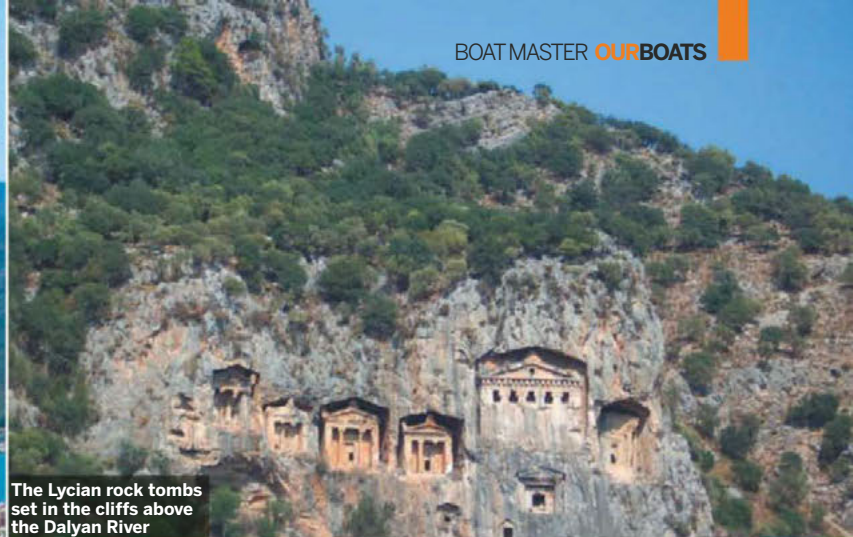
Further south-east are several sheltered anchorages close to Gemiler Adasi, also known as St Nicholas Island. Here we



Greece and Turkey intermingle – this is the Greek island of Kastellorizo, two miles off the coast of Turkey



Extensive ruins – and views – at Kaya Koy



The Lycian rock tombs set in the cliffs above the Dalyan River



Ekincik is a beautiful port just down from Marmaris

found local people selling bread and other provisions from their small boats. We always buy something to support local folk, and one of them generously offered us the use of his car to visit the nearby village of Kaya Koy to explore the extensive ruins of a 17th century Greek village, where hundreds of houses and several churches still stand. This was home to several thousand Greeks until the population exchange of the 1920s, and Muslims believed the village to be cursed and refused to live there, leaving it vacant ever since.

Kalkan is the most captivating Turkish village we visited with narrow

winding lanes and rustic vine-draped white-washed buildings while unspoiled Kas is another great place to stop with quirky arts and crafts shops, bars and Ottoman houses set along atmospheric lanes. Named Antiphellos in ancient times, Kas was founded in the 6th century BC, and has many ancient ruins including a theatre and Lycian tombs hewn into the rocks. Just two miles offshore is the Greek Island of Kastellorizo, where we explored the remains of a Crusader's castle and the town itself, which once boasted a population of 20,000, but is now reduced to about 200 following emigration to Australia.

Several days are needed to fully explore the stunning Kekova Roads area containing numerous perfectly sheltered bays overlooked by the castle at Kale Koy, built by Crusaders in the 15th century. The site was first occupied around 400BC and contains many ruins and tombs dating from Lycian times, including some which were submerged by earthquakes and can be viewed from glass-bottomed boats. It's worth climbing Kale Koy to see the spectacular view from the castle, and local women will try to sell you local goods or offer their services as guides for a pittance.

Finike is a pleasant and peaceful town with few tourists, an excellent marina and good provisioning. We visited the nearby impressive and serene ruins of the Roman city of Arykanda, particularly enjoying the many mosaic floors.

Further east again at Tekirova are the ruins of ancient Phaselis, founded in 690BC by colonists from Rhodes. The remains of three distinct harbours can be seen together with extensive ruins ashore, including a theatre still in use today and an aqueduct from Roman times. We followed the same path Roman Emperor Hadrian once walked and contemplated how the city must have looked.

Antalya was founded and named after King Attalus in 158 BC. Antalya

has been described as Turkey's most beautiful city with a delightful old town section winding its way downhill to the old Kaleci Harbour. Two must-sees are Hadrian's Gate, built to mark this Roman Emperor's visit in 130AD and the Fluted Minaret, the city's oldest Seljuk monument built in 1230. We tried to moor in the atmospheric Kaleci Harbour, but nowadays they only accept gulets and local boats, so we headed to Setur Antalya Marina, about five miles to the west.

This brought to an end our unforgettable Turquoise Coast cruise but the experience made us determined to return with more time to explore this fascinating area. **Laurie & Diane Cranfield**



Envoy at anchor in the bright blue seas off Tekirova

FORMALITIES

Clearing your vessel into Turkey requires an agent, who organises a Transit Log allowing cruising for 90 days (our last arrival in 2010 cost about €175), and then any subsequent changes of crew must be reported to the nearest Harbourmaster. After 90 days you must leave Turkish waters for at least another 90 days, however cruisers wishing to stay longer can easily obtain temporary residency to overcome this limitation.

Sevo is lifted out and preparations for selling her begin



WINDY 37

Ready for market

Before getting swept away buying a new boat, there's the small of selling the old

I'm fast discovering that selling a £120k boat is very different to selling a £120k car – it's much harder work and takes significantly longer to organise, especially when the boat in question resides some 1,000 miles from home in the South of France. The main differences seem to be cars are much easier to move around, and the sales process is better served thanks to the much greater churn rate with cars, with owners tending to trade their cars every two to three years or so. But after buying our Windy 37 Sevo new and enjoying her as a much-loved family boat for 14 years now, the kids have grown up and I fancied a change, so it's time for her to be moved on to a new owner.

Now, as every boat owner knows, the really fun bit is choosing what boat to get next and once the decision to

sell was made, I couldn't resist letting a few broker mates know we were up for a change.

The next thing I know, the viewing invites tumbled in until they completely swamped my inbox. There were some mighty tempting offers out there, including a Pershing 54 for £150,000 and a well used but beautifully maintained Princess 61 for £250,000, but I soon realised I needed to have my boat sold and be cash in hand before I could grab one of these great deals.

All this was back in late November 2015 but with the European boating industry entering into an almost comatose state over the winter months and the financial markets having a bit of a wobble, it's been way harder to get Sevo ready for sale than I ever expected. After deciding to sell, the

next decision was should we market Sevo at her home berth in Cap Ferrat, or bring her back to the UK and let Windy's UK distributor (Berthon) market her from its base in Lymington?

DECISIONS TO MAKE

There are several factors to consider here; one is the market for pre-owned boats seems much more active in the UK than in most of Europe right now, then there's the pound/euro rate to factor in, and finally, selling commission rates in the UK are lower at around 8% than they are in France, which hover nearer to 12%. On a £120,000 boat like Sevo, that difference of 4% commission comes to £4,800, which almost covers the transport costs back to the UK of £5,000 (inc VAT), so that helps make the decision and a plan is made.

But before we can get the sale photos taken, there are some important jobs that need to be done. The biggest task is going to be replacing Sevo's teak side decks, which looked very smart for the first five to six years of Sevo's life but then started to deteriorate quite badly. Regular scrubbing has worn the teak down and all the caulking has gone brittle over time, before dropping out completely, so there's nothing for it but to organise getting both knackered side decks replaced.

The first quote (for removing the existing and fitting new teak side decks) comes in at £8,282, which is a bit of a shocker and once the work is done, there is little chance to recoup this extra outlay in the selling price. So the plan now is to remove the old teak side decks, together with the glue holding them in place, and make good the standard non-slip finish lying underneath. The cost for doing this is a much more palatable £1,500.

Next job is ordering up a new set of boat covers for the rear cockpit area. The standard ones from Windy are relatively lightweight, which makes packing them away easy, but the downside is they only last around five years at best. The cost for a new set of covers is another £2,300.

Now anyone who has a blue coloured hull in the Med will know how the hot Mediterranean sun can cause havoc, causing the more exposed areas to fade badly. To get around this, I have Sevo's hull polished regularly, at a cost of around £750 a pop. Finally, it seems prudent to do a full engine and leg service while we're at it, so there's another £2,000 gone.

In fact, just prepping Sevo for sale has already cost over £12,000 and yet I'm no further forward in finding a buyer (or buying my next boat) than we were back in November.

Expensive things boats; I often wonder why we love them so much.

Harry Metcalfe

The blue hull has taken a battering in the Med sunshine



The badly deteriorated side decks in need of repair before sale



In the process of making good the non-slip surface on the side decks





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2005-2013, FROM £245,000

Sealine T50

Smarter than your average 50ft flybridge, the T50 is a real box of tricks

The 50ft flybridge market has been a fierce battleground for the big yards for the past decade and with Sealine due to re-enter the fray with the upcoming F530, it was high time we revisited its predecessor.

Launched in 2005, the Sealine T50 offered class-leading value with a starting price of £505,000, but also more than enough innovation to set it apart from the pack. With a super-efficient hull, galley-aft layout,

extending cockpit and unusual forward-raked radar arch, this is a model that demands a second look. And such was the popularity of the T50 that Sealine kept on building it right up until the Hanse buyout in 2013, with a grand total of 84 hulls completed in total.

PLANING EFFICIENCY

We sea trialled the T50 in early 2006 as part of a five-way group test against the Sunseeker Manhattan 50, Princess 50, Azimut 50 and Fairline Phantom 50. While all of these boats displayed

exemplary qualities, the Sealine stood out for the remarkable fuel consumption figures we recorded on the day.

Our technical guru Dave Marsh found that the optimum fast cruising speed was 29 knots, at which point the twin 575hp Volvo Penta D9s were returning just under 0.8mpg. What's more, the higher end of the rev scale was surprisingly efficient, with the T50 proving to be 26% more efficient than a Fairline Phantom 50 when cruising at 32 knots. Dave puts this



INSIDE THE SEALINE T50



Saloon table height is electronically adjustable



Lower helm station features two sliding chairs

Sealine kept on building the T50 right up until the Hanse buyout, with 84 hulls completed in total



Curved stairs add a premium design flourish



The aft galley layout was rare on 50ft flybridges of this time



Owner's cabin is full-beam but has some headroom issues

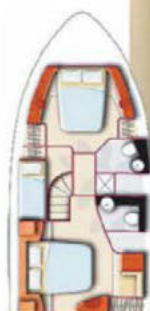


Guest ensuite doubles up as the day heads

SEE THE VIDEO



mby.com/st50



Upper bunk in third cabin can be folded up for more space



Forward cabin boasts three skylights and two portholes



FLOAT SWITCHES

Check that the toilet and shower pump float switches have been recently cleaned, as they can easily get clogged up and are hard to access

COCKPIT COVERS

On the model we inspected, several of the fastening snap studs had been pulled clean out of the GRP and one of the poppers was fitted back-to-front

MAIN CABIN HEADROOM

There is full standing headroom at the foot of the bed, but elsewhere in the cabin taller owners will need to watch their heads

FLYBRIDGE SUNPAD

The stairs are situated just aft of the flybridge sunpad – you may want to consider fitting a toe rail to stop sunbathers sliding towards the stairs under heavy acceleration

I BOUGHT ONE!

I've owned *Galateia*, my Sealine T50, since 2012 and I keep her in Alicante. We've mostly cruised around the Spanish coast – I've tried crossing over to Ibiza but every time the sea has been too rough. The last time we tried it the sea kicked up 3m waves and we had to surf them back home.

This is my second Sealine after a Sealine 410 – I'd say the build quality is on a par with Fairline. I love the space on board; it's the first boat I've owned that can have eight people on board for the day without everyone constantly bumping into one another.

The Volvo D9 engines are beautifully smooth. Flat out in cold water with a clean bottom she can do 32 knots, but this drops to 28 knots in the summer. In any case I never do that for long as the fuel consumption is so high. I normally cruise at 23 knots, which returns 0.74mpg. Also I only fill the tank two thirds of the way up, otherwise it feels a bit sluggish.

I've done quite a bit of work on the engines over the years, including replacing the tappets, and I've heavily relied on the YBW.com forums for help and advice – I don't think I could run my boat without them!

Kevin Ashurst



Regardless of the exact engine choice, you can be sure of a very spacious and practical engine bay configuration

down to the innovative hull design from renowned Scandinavian naval architect Ocke Mannerfelt.

This is largely borne out in the long run – T50 owner Kevin Ashurst tells us he recorded broadly similar consumption figures when chartering the same model that we tested, however when he bought his own T50 he found that a more moderate cruising speed of 23 knots delivers a peak fuel efficiency of 0.74mpg. Kevin adds that a brimmed fuel tank and heavy optional extras, such as the air-conditioning unit, have an effect on the T50's acceleration, which can feel a bit sluggish when fully loaded. However, he has no complaints about its seaworthiness, having surfed into Alicante on the back of 3m swells.

Fellow T50 owner Peter Turner says that his model accelerates brilliantly

with two people on board and pops up on to the plane at 15 knots without any need to touch the trim tabs.

Performance and efficiency figures will of course be different with the alternative engine options. Sealine also offered twin 500hp Volvo D9s, which didn't prove very popular, and twin 540hp Cummins, which were mostly aimed at the US market.

Regardless of the exact engine choice, you can be sure of a very spacious and practical engine bay, which is accessed under the cockpit sole via a removable ladder. The model we inspected had the largest 575hp D9s and we still found plenty of space in here to check both sides of both engines, while back aft there was enough room to store a dozen sunpads and cushions, even with the larger 11kVA Kohler generator in place.

DATA FILE

Type: Flybridge
In build: 2005 to 2013
Designer: Ocke Mannefelt
Hull type: Planing
RCD category: B for 12 people
Current value: From £245,000
Length overall: 50ft 4in (15.34m)
Beam: 15ft 7in (4.76m)
Draught: 3ft 6in (1.08m)
Displacement: 17.4 tonnes light
Fuel capacity: 440 imp gal (2,000 litres)
Water capacity: 129 imp gal (586 litres)
Performance: 34 knots with twin 575hp Volvo Penta D9 engines
Cruising range: 277 miles at 28 knots with 20% reserve

THE COSTS

Servicing (inc labour & VAT)
Twin 575hp Volvo Penta D9 shaft-drive engines £3,156 inc UK VAT
Replacement parts (inc VAT)
Raw water pump £1,412.40
Injectors £795.60 each
Oil cooler £626.40
Starter motor £936.00
Alternator £1,089.60

SURVEYOR SAYS

The T50 is a popular, well-proven boat that follows Sealine's tried and tested method of chop gun layup. Like many boats it can be prone to hydrolysis, particularly if the gel-coat has been worn through by over-sanding, but can easily be reduced by wintering ashore and rarely develops into osmotic blistering. The underwater (and occasionally the topside) panels can suffer from stress cracking, initially along the spray rails and transversely across the mid ships sections, if driven hard in rough seas but the majority of used examples have been well looked after. Some cosmetic stress cracking of the gel-coat can also occur around the deck fittings and transom areas.

Tony McGrail, Yacht Surveyor
 Tel: 01202 483644
 Web: www.superyachtsurveys.com

To protect this boat with **Coppercoat** multi-season antifoul would cost £1,400 (ex VAT)



As with many Volvo Penta engines from this era, the D9s will need their tappets replacing after 1,000 engine hours. Most of the used T50s we found were still some way off this figure but it's worth bearing in mind when considering any models with more than 800 hours on the clock.

THE SUNNY SIDE OF LIFE

For a model that was designed and built in the UK, the T50 is very well suited to Mediterranean boating. The optional Opacmare hydraulic passerelle and portside transom gate give you plenty of options for boarding on a stern-to-berth, while the spacious flybridge has more than enough room for four to eat upstairs and soak up the sun. That said, the seven-panel canvas cockpit cover means you can just as easily seal off the stern when the weather turns a little more British.

Speaking of the cockpit covers, make sure you inspect the condition of these and have a go at putting them back on. On the 2008 model we inspected, several of the snap studs had been pulled out of the GRP and one of the fastening poppers had been fitted back-to-front. The twist fasteners at the top of the central panels are a useful addition as they mean you can hook the panel in place before fiddling with the zips, but the side panels are a two-person job to put back into place, with the rigid upper edge needing to be forcefully slid into a plastic runner. Cockpit covers are often a pain to use but a roll-up system such as the one fitted to the Azimut 55 is far preferable,

Volvo D9s were most popular, although Cummins options were fitted for the US market



and indeed one of the Sealine T50 owners we spoke to admitted that he was planning to replace his cockpit covers as a matter of urgency.

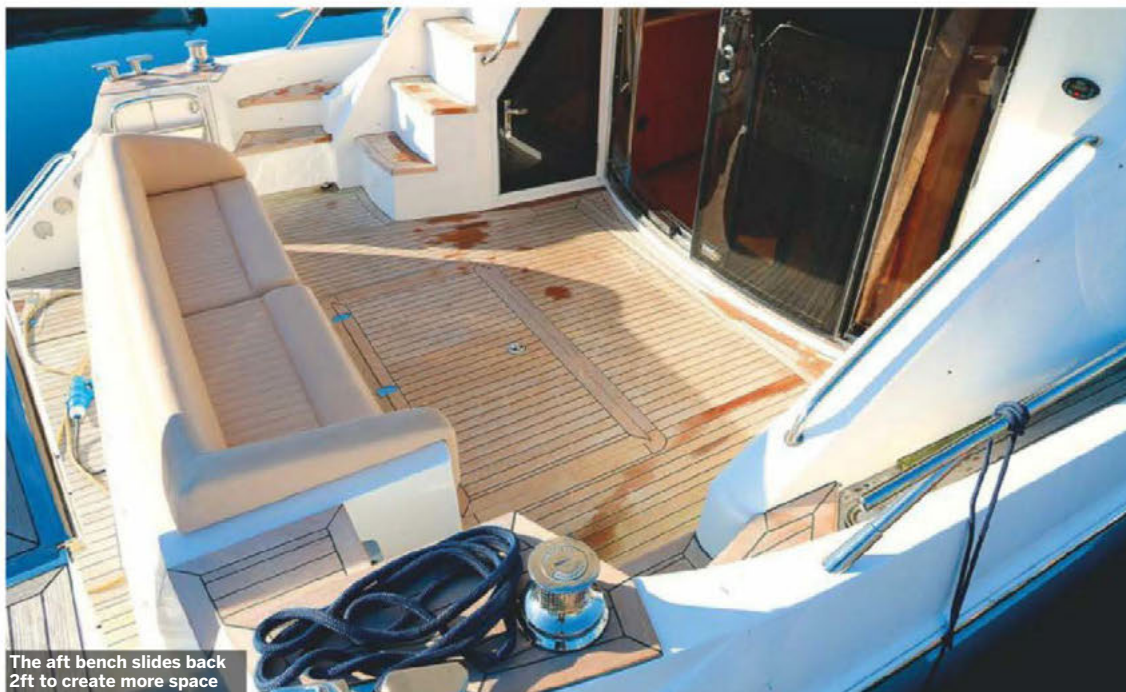
Once the covers are off the T50 can show off its party piece – the Sealine Extending Cockpit System (SECS). A mainstay of the Sealine range before the Hanse buyout, this simple system means that the cockpit bench can slide back roughly 2ft to free up more space on deck. It is important to note that the passerelle (if fitted) will need to be set perpendicular to the transom before the SECS will extend.

Access to the flybridge is up a set of chunky teak-laid steps, which can easily be scaled without worrying about clocking your head on the coaming. The layout upstairs comprises a central helm position, double sunpad to starboard, navigator's bench to port just in front of the wet-bar and grill, and a large wraparound seating area back aft. The controversial element of the flybridge design, however, is the forward raked radar arch. Aesthetics aside, the only problem is that the bimini on these models folds out aft, leaving slightly less

MY TAKE Sealine has long been the masters of innovation and the T50 is proof of that. With its full-beam mid cabin, extending cockpit and aft galley saloon, it was ahead of its time back in 2005 and ensures it still feels fresh and relevant today. **Hugo**



Upper helm station sports a central helm seat with access between the navigator's seat



The aft bench slides back 2ft to create more space

shade over the upper helm station. Sealine reversed the angle of the radar arch in 2009, but there doesn't seem to be any significant price premium on used models with the more traditional aft-raked arch.

A chunky windscreen provides plenty of protection from the elements when under way, while the bow sunpad adds a further double lounging space.

INTERIOR INNOVATION

The innovative design features continue on the inside, as the T50 was one of the first 50ft flybridges to come with a galley-aft layout. Sealine's designers clearly gave a lot of thought to carrying food and drink up to the flybridge as the full-height fridge-freezer is just a few feet from the flybridge stairs and there's even a handy hatch in the saloon roof that can be used to hand snacks or drinks up to the flybridge, taking the stairs out of the equation altogether.

The galley comes with plenty of preparation space and a sink cover that fits flush into the worktop. Your cooking

options are the two-burner ceramic hob and a knee-level microwave oven that is concealed by the high-gloss cherry cabinetry. Moving up two steps you reach the main seating area, which boasts an enormous wraparound section to starboard and a supplementary bench to port.

Chunky mullions mean slightly compromised visibility at the lower helm station and the two seats feel a little basic, with the only adjustment being a mechanical ratchet. However, in all likelihood this area will only be used when the weather turns cold.

A handsome curved staircase with low-level lighting leads down to the accommodation area. Owners get a full-beam ensuite cabin situated amidships, a significant upgrade on the smaller bow cabins offered by many of its rivals back in 2005, which features full-height standing room at the foot of the bed plus a handy small settee.

Guests get to squabble over a comfortable VIP double in the bows and a much smaller twin bunk cabin to port. The forecabin is filled with light thanks

to two large skylights and a pair of portholes. The bunk cabin feels a little pinched, but the upper bunk can be folded up to provide more room when there's only one guest sleeping in there.

The guest ensuite on the starboard side also doubles up as a day heads. For privacy, Sealine has fitted frosted glass in here, but some owners feel this leaves it looking rather unfinished. Baron Levine, who recently bought a T50 with his friend Robert Watts, intends to install classier Venetian blinds and remove the six-part mirror fitted at the head of the forecabin double berth.

Despite these minor details, which can act as a give away to this model's true age, the T50 still looks and feels like a thoroughly modern boat. The layout works very well for most families, although the space can also be adapted for other uses. Owner Stuart Palmer, has converted his T50 into a luxury floating day spa, with two treatment benches fitted in the owner's cabin amidships and a third one in the VIP double in the bows.

RIVALS

Sunseeker **Manhattan 50**

Longer and heavier than the T50 with bigger D12 engines and a full beam mid cabin. From £350k for a 2006 model.



Princess **50**

Lacks the T50's full-beam master cabin but refined handling, finish and excellent seakeeping are a big draw. Prices from £335k.



Fairline **Phantom 50**

Boasting two double cabins and a proper twin, the Fairline is a firm family favourite with a superb hull. Prices from £270k.



More than a decade on from its launch and the Sealine T50 still represents excellent value for money. With the current euro exchange rate you can pick up an Italian-based model for less than £250,000, while UK examples aren't far behind.

The standard of fit out may not be quite on a par with the likes of Princess or Azimut but the panoply of innovative and genuinely useful features more than make up for the cosmetic quibbles, most of which can be easily remedied without great expense.

Sealine's reputation for innovation has endured for a reason and in many ways the T50 represents something of a pre-recessionary golden era for the company. That F530 has got some pretty big shoes to fill.

WHAT'S ON THE MARKET



Date 2007 Price £285,000
Located Essex Marina

Only 295 engine hours on the clock; fitted with the larger 11kVA generator and air-con. Featured in this article.

Contact www.boats.co.uk



Date 2007 Price £279,950
Located Pwllheli

Navigation gear includes a Raymarine E120 and a washer-dryer is fitted below decks.

Contact www.ancasta.com



Date 2008 Price £295,500
Located Poole

A well specced model with the larger fuel tank, uprated generator and stern thruster.

Contact www.boats.co.uk

VALUE ★★★★★

BUILD QUALITY ★★★★★

ACCOMMODATION ★★★★★

PERFORMANCE ★★★★★

OUR VERDICT 85%

Next month Windy 52 Xanthos



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FIND ME A USED... Pocket Cruiser

Words: Nick Burnham

KEY CRITERIA

- Sub 30-foot
- Standing headroom
- Four berths

DATA FILE

Length 27ft 6in (8.4m)
Beam 8ft 4in (2.5m)
Draught 1ft 8in (0.5m)
Displacement 2.5 tonnes
Fuel capacity
 59 imp gal (270 litres)
Engine Volvo Penta KAD 44
 EDC 260hp diesel

FOR SALE Parkstone Bay Yachts.
 Web: www.parkstonebayyachts.com



2000, £29,500

Bavaria 270 Sport

Great looking boat that still looks current today
 Narrow beam equates to less internal volume than some rivals

From the home town of BMW, you might expect quality and performance by association, and while it isn't quite up to German executive saloon levels, this is probably the sportiest here. It looks terrific – especially given its age. The steeply raked screen and swept back radar arch lend the boat real attitude.

INTERIOR

Dark mahogany lifted by light bird's-eye veneer set the tone for a smartly

finished if entirely conventional cabin. Neatly trimmed too, with nice touches such as stainless steel fillets to provide grip on the polished wooden steps. The open-plan layout reduces the potential for claustrophobia in the mid cabin but at the expense of privacy – better for families than two adult couples perhaps.

EXTERIOR

A slightly narrower beam for its length than its contemporaries shows itself most in the narrow (but still usable) side decks. The L-shaped chaise longue has

a flip-forward backrest to increase the seating around the dinette and the solid sweep of stainless steel windscreen frame and matching engine vent covers exude class. The two rear seat tops and backrests hinge to reveal a pair of large and useful transom lockers.

ENGINE ROOM

A petrol Mercruiser 4.3GI at 205hp or a diesel Volvo Penta KAD 32/dp at 170hp were the lower cost options when this boat was new, but the engine that suits it the best is the Volvo Penta

KAD 44 EDC, fitted to the boat you see here. A wide opening hatch grants plenty of access to both sides of the single engine.

PERFORMANCE

Top end with the KAD 44 EDC is 32 knots, giving a comfortable cruise of 25 knots. You can see why dropping two cylinders and 1.2 litres from this 3.6-litre straight-six is probably best avoided. The narrow beam aids seakeeping while the tall screen offers plenty of protection.

Part of the open-plan cabin, with galley and converting dinette



The backrest to the chaise longue flips to form additional seating at the dinette



The punchy helm with sporty sweep of windscreen





2015, £64,950

Bayliner Ciera 8

Virtually new boat for used boat money – spacious too

Slightly dumpy styling is the pay-off for all that space

DATA FILE

Length 26ft 9in (8.1m)
Beam 8ft 4in (2.5m)
Draught 3ft 3in (1.0m)
Displacement 3.1 tonnes
Fuel capacity 58 imp gal (265 litres)
Engine Mercruiser 4.5 V6 250hp petrol

FOR SALE Clipper Marine.
 Web: www.clippermarine.co.uk



Back in the 80s Bayliner pretty much owned the pocket cruiser market with a large range of cut-price cruisers. The quality might have been a little questionable, but the prices weren't – you could buy a 2455 Ciera for under £20,000 brand new, and many people did! Bayliner reckons to have put more families on the water than any other manufacturer: a believable claim. But by the early 21st century Bayliner was out of the sports cruiser market completely.

Now it's back, with a factory in Poland building boats for Europe, and the boat you see here is one of the very first of those to find its way to the used market. While no longer bargain basement, the Ciera 8 still offers a tremendous amount of boat for the money.

INTERIOR

A quantum leap from Bayliners of old, this interior is very well finished. Spacious too, the cabin is full beam and fairly flat of ceiling giving terrific internal volume. The layout is conventional and

open-plan, you get the mid berth but it's linked to the main cabin. Big windows proffer light and view.

EXTERIOR

That full-beam cabin and flat ceiling mean the only way forward is through the windscreen on to the flat foredeck. The optional bow thruster (fitted to this example) is essential then, allowing your crew to step ashore from the bathing platform while the helmsman brings the nose in with the thruster. Nice cockpit touches include masses of

storage under the main seat unit and a folding backrest to turn it into a sunpad.

ENGINE ROOM

Mercruiser's new 4.5-litre V6 petrol engine producing 250hp is fitted to the Ciera 8. It's a dedicated marine engine rather than a marinised automotive unit like the Mercruiser 4.3 it replaces.

PERFORMANCE

It needs all of those 250hp to get on to the plane, but once there it cruises well in the mid 20s and tops out at 30 knots.

Bringing Bayliners into the modern day, the interior is smart and fresh



The flat ceiling in the mid-cabin gives a generous amount of headroom



Steps through the windscreen are the only way to the foredeck for crew



1989, £9,950

Fairline 21 Sprint

■ A proper Fairline as well built as any in the range
■ The mid cabin is rather cosy

DATA FILE

Length 21ft 0in (6.1m)
Beam 8ft 0in (2.4m)
Draught 3ft 0in (0.9m)
Displacement 1.9 tonnes
Fuel capacity 38 imp gal (175 litres)
Engine Volvo Penta 4.3l 190hp petrol engine

FOR SALE Parkstone Bay Yachts.
Web: www.parkstonebayyachts.com



Fairline may have had a rocky ride recently but it's quite rightly revered as a top-end British boatbuilder creating hand-built dream machines with price tags that start well into six figures and top out at seven figures – a sort of aquatic Bentley. So it might come as a shock to learn that 35 years ago you could pick up a 21-foot Fairline with a single petrol engine that would tow behind a Range Rover. Or, indeed, that you can buy a pukka Fairline now for just ten grand!

INTERIOR

The great thing with Fairline back in the 80s was that all the models were built to exactly the same standards. So you get the same gorgeous teak or ash interior that you'd find in a contemporaneous Fairline 50. Same upholstery, same light fittings, same door handles – this was the real deal – just pocket sized. It's a standard sportscruiser layout (converting double dinette forward, galley and heads and mid berth aft), although the mid berth – ostensibly a double – is really a big single.

EXTERIOR

It's the same story outside. The double helm seat is identical to the one you'd find on a Targa 33 of the era, albeit the 33 gets two of them. Deck fittings are high quality, and the hull is a genuine Bernard Olesinski design, just like the rest of the range.

ENGINE ROOM

All are single Volvo Penta sterndrive units. Fairline offered a diesel engine (a 130hp AD31) but the vast majority got petrol motors.

PERFORMANCE

The 4-cylinder units would plane if pushed but were more suitable for river use. The 4.3-litre V6 was the more common option, its 190hp was very smooth and offered a nice balance between performance (about 30 knots flat out) and economy, and on this model was rebuilt in 2014. But there were V8 options, the largest being a monster 7.4-litre churning out 330hp for a 40-knot top end! The hull can handle the rough too; the 21 Sprint is a terrific sea boat for its size.

The helm seat is the same as you'd find on a Targa 33 of the era



Seating in the cockpit is around the engine hatch, which has space for a table



The interior is cosy but plenty of light can stream in

Sea toilet and sink in the compact heads



MY CHOICE The Fairline is a fantastic amount of boat for the money. It might be getting on a bit, but the build quality on these is rock solid. A brilliant starter boat and a terrific demonstration that motorboating absolutely isn't just the preserve of millionaires. The Bavaria has plenty going for it; it's a good-looking boat, nicely finished and the big 6-cylinder diesel is a bonus at this size. The Bayliner is a terrific return to form for the company. They're excellent value new, and this particular boat offers a further saving yet still looks like new. But I'm going with the Sealine this month, for its winning combination of size, price, diesel economy and thoughtfully designed layout.

Nick Burnham



A very intelligently configured little boat
 Quite high for its length and beam

DATA FILE

Length 25ft 0in (7.6m)
Beam 8ft 2in (2.5m)
Draught 2ft 11in (0.9m)
Displacement 2.5 tonnes
Fuel capacity
50 imp gal (227 litres)
Engine Volvo Penta
KAD 32 170hp diesel

FOR SALE Boats.co.uk.
Web: www.boats.co.uk

MOTORBOAT RATING



2003, £29,950

Sealine S23

Every now and then you come across a boat that – for its intended segment – is quite simply perfect. And if you want a sub 25-foot 'pocket cruiser', this is probably that boat. Sealine, of course, has form. Decades of making small family cruisers built up to this defining moment when all that know-how and experience crystallised into the Sealine S24's replacement in 2002, the S23 (which became the S25 in 2004 to better reflect its length and ran till 2007).

INTERIOR

There's nothing extraordinary about the layout, but just look at the execution. That 'wood' might really be Formica, but it is so well executed I bet that's come as a surprise to some owners (helped by the fact that the cappings are at least real wood). The dinette is nice and wide, avoiding any clashing of knees (and gives plenty of bed width when converted), there's decent sitting headroom at the head of the mid cabin berth and the galley has a proper twin burner gas hob and grill. Cunningly, the fridge is outside

– more useful for cockpit drinkies and frees up storage space inside.

EXTERIOR

More cleverness on deck with asymmetric side decks – the port one is usefully wider than the starboard so you've got one decent path forwards rather than the usual tightrope walk both sides – and best of all is a fold-down bathing platform. Be honest, how often do you use this area? Much better at this compact size to give priority to the cockpit space.

ENGINE ROOM

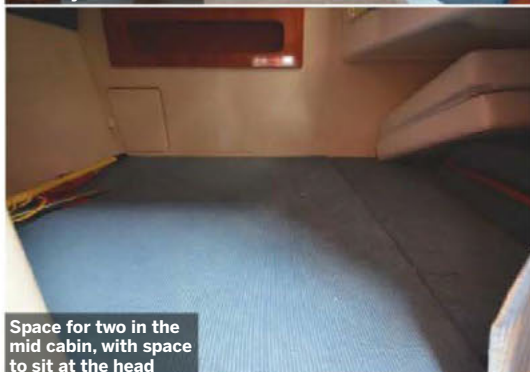
Apparently there was a petrol option – I've never seen one in reality. Pretty much all S23s got the single Volvo Penta KAD 32 option at 170hp, and a few of the outgoing S25 models were fitted with the more efficient D3-190 that replaced it.

PERFORMANCE

Flat out, downhill and with the wind behind you'll get 30 knots, but high 20s is a realistic maximum speed giving a comfortable low to mid 20-knot cruise.



The interior doesn't look 13 years old – it's still very smart



Space for two in the mid cabin, with space to sit at the head



The helm is a very pleasing affair

The bathing platform folds up to give priority to space in the cockpit



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Sunseeker Portofino 375

1995



£69,950 Lying UK

Beneteau Barracuda 8

2016



£49,900 Lying UK

Beneteau Barracuda 7

2015



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Beneteau First 25s

2014



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Jeanneau Leader 805

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 £775,000 UK
 PA0318



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PRINCESS V48 DS 2015
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 PA0291



PRINCESS APPROVED

PRINCESS V45 2008
 £249,000 UK
 PA0263



FAIRLINE TARGA 48 2014
 £525,000 UK
 PD0281



ATLANTIS 58 2012
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PB1186



PRINCESS V72 2012

€1,900,000 EX VAT SPAIN
PB1204



PRINCESS 65 2000

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PRINCESS V65 2007

£495,000 SPAIN
PB1197



PRINCESS 64 2012

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PB1210



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PB1193



PRINCESS 50 2008
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PB1190



SUNSEEKER CAMARGUE 50 2004
€270,000 MALLORCA
PB1219



PRINCESS V48 2009
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PB1233



PRINCESS 42 2008
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PB1196



PRINCESS V39 2014
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PB1235



PRINCESS V39 2015
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PB1232



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Swift Trawler 34 (2015)
£ 254,852 Tax Paid
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Sealine SC47 (2009)
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Monte Carlo 42 (2011)
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Call: +44 (0)1590 673 212



Granchi 50 (2004)
£ 180,000 Tax Paid
Call: +44(0)1983 247 247



Antares 30 Fly (2015)
£ 171,468 Tax Paid
Call: +44 (0)1752 255 740



Prestige 42 Fly (2006)
£ 159,950 Tax Paid
Call: +44 (0)2392 373 300



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PYEWACKET

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CHER

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CASPER A

PERSHING 52 • 2004 • £245,000 EX TAX
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WINDY 31' ZONDA

£154,950
Devon



Superb 2012 one-owner single D6 400HP diesel Zonda (145 hrs) with comprehensive specification including heating, bowthruster, windlass, holding tank, hot water, grey Niroxx cockpit, Raymarine includes a/pilot, AIS and E120W plotter.

WINDY 48' TRITON

£695,000
Lymington



This 2014 Windy 48 Triton is full option and has run nearly 25 hours on her twin IPS-600 Volvo Penta diesels. Air-conditioning, full Raymarine E radar/plotting suite, heating, demist, upgrade Onan generator, satellite TV and Volvo Dynamic Positioning system.

WINDY 40' MAESTRO

£339,950
Lymington



Stunning 2015 hardtop with electric fabric roof, twin D6-400HPs (20 hrs) joystick, Glassbridge plotter, generator and air-co. Phenomenal opportunity to acquire one of these 40kt+ two cabin cruisers – must be viewed ASAP!

WINDY 29' COHO

£159,000
Lymington



SISTERSHIP

The first Coho in brokerage captivity – this 2015 Coho's D6-400HP diesel is barely run in, with only 30 hours! White hull, Stone Grey dash and ivory cockpit trim, with C127 plotter, bowprop, holding tank, Fusion stereo, etc. Gorgeous boat.



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£975,000
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ESSENTIAL VIEWING

Now for something truly special. This aluminium beauty is simply stunning. Berthon-built on a Cougar hull – she simply exudes elegance, refinement and class. Twin MTU diesels, eleven berths in six cabins, palatial saloon and constantly skippered from new.

SKAGEN 50'

€599,000
Croatia

SABRE 42' HARDTOP
EXPRESS

£225,000
Brittany

VORTEX 47'

£295,000
Lymington

CARA MARINE 18M

£199,000
Solent



"First Class" claimed this magazine, and she is. Pristine 2007 one-owner example with Yanmar 480s. Full Med. spec., Williams, 3 cabins, and a sublime semi-displacement gait. Superb flow to her accommodation.



Stupendously nice 2004 sea-boat with proper American looks, fab build and beautifully executed engineering. Fantastic helm deck, twin Yanmar 440s for 30 knots, five berths, heating, solar panels, gen. etc. A true Bentley of the sea.



Beautifully refitted Vortex 47 which must be seen to be fully appreciated. Brand new Ray nav. kit, linings, sparkling rebuilt Detroit, new teak, paint, windows and frames – stunning. Amazingly capable hull with recent price drop.



One owner from new – superbly built Cara Marine 18m, with three great cabins (all ensuite), twin Hamilton jets via Cat 660s, completely ready to cruise and exceptionally versatile. Viewings completely vital and amazing value.

PRINCESS V56

£495,000
Lymington

FLEMING 55'

£699,000
Lymington

SEALINE 410
STATESMAN

£84,950
Lymington

PRINCESS V53

£349,000
Lymington



Stunning one owner Princess V56 from 2011 on Volvo Penta D13-900HP diesels (152 hrs). Huge inventory: Cruisair air-conditioning, hardtop, 325 Turbojet, Eberspacher heating, MCA Cat 3 Coded AND the two cabin option. Watch our video!



Video presentation at www.berthon.co.uk. Sensational new price – simply the best there is. Fully gadgeted, lightly used and stunning 2005 Fleming. This world passage-maker is running on twin Cummins @ 840hrs, twin gens, aft passarelle.



With twin Volvo Penta TAM71B diesels, recent generator, heating, holding tank and full nav. kit – this 1994 aft cabin cruiser has evidently been cherished and improved. She is fully equipped to cruise comfortably with six on board, and represents huge value for money.



Pristine one-owner 2009 Princess V53 on the largest 775HP Volvo Penta diesel option (248 hrs). Hardtop version, 2 Eberspacher heaters, Serotina Cherry joinery/ Midnight Sky galley, Williams 325 (17 hrs). Never in the sun and very well-presented.

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2 x Mercruiser 1.7 DTI £54,950 VAT PAID



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2 x Volvo D4-260 £89,950 VAT PAID



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2 x Volvo D4-260 £74,950 VAT PAID



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2 x Volvo D6-310 £119,950 VAT PAID



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1 x Volvo D3-160 £37,950 VAT PAID



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2 x Volvo KAD32 £59,950 VAT PAID



2015 BENETEAU ANTARES 8.80 Call Swanwick
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1995 SUNSEEKER MARTINIQUE 39 Call Swanwick
2 x Volvo D6-370 (2014) £79,950 VAT PAID



2003 FAIRLINE PHANTOM 40 Call Swanwick
2 x Volvo TAMD63P £144,950 VAT PAID



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2 x Caterpillar 3126 £124,950 VAT PAID



2012 GREENLINE 40 Call Swanwick
2 x VW 225 TDi £199,950 VAT PAID



2005 JEANNEAU MERRY FISHER 925 Call Swanwick
1 x Volvo KAD300 £54,950 VAT PAID

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WINDY 40 MAESTRO - 2015

£339,950



Twin Volvo D6 400HP Diesel Engines. - 4/5 berths in two double cabins. Extensive inventory including Joystick docking, Generator, Air conditioning, Nav and much more. This is a rare opportunity to acquire one of these super quality boats. Little used and currently lying at the main agents in Lymington. NYA STOCK - Fully prepared - Manufacturer's warranty until August 2016.

VIEWINGS BY APPOINTMENT ONLY - NYB2157 - P/EX POSSIBLE

BROOM 42 CL - 2001

£194,950



Twin Yanmar 350HP Diesel Engines with low hours, 6 berths accommodation including the convertible dinette with 2 toilets and showers. Spec includes Simrad Radar / Plotter, Folding arch, Bowthruster, Washing machine, Warm air heating, beautiful finish. This is a particularly attractive 42 with the benefit of stainless windows and teak decks. Antifouled and polished September 2015.

LYING NYA BRUNDALL - NYB2090 - P/EX POSSIBLE

FAIRLINE TARGA 38 - 2007

£149,950



Twin Volvo D4 260hp serviced 2015, 6 berths with 1 sea toilet and 1 shower, heating, Bowthruster, Raymarine C95 chart plotter/radar, rudder position indicator, inverter, mood lighting and large fold-out cockpit table in the sociable teak laid cockpit. Absolutely stunning with a beautiful finish. You can't help but admire this boat!

CONTACT NYA BRUNDALL - NYB1830 - P/EX POSSIBLE

BAVARIA 37 HT- 2005

£99,950



2 x Volvo D6 310HP, Good accommodation space offering 4 berths with a large island double in the forward cabin, large toilet and shower, Raymarine radar/GPS/plotter, heating complete with cockpit vents ideal for all year round cruising, bowthruster, BBQ, leather. Absolutely stunning hardtop sports cruiser offering exquisite sea-keeping and performance.

LYING NYA BRUNDALL - NYB 1034 P/EX POSSIBLE

PRINCESS 42 - 2007

£249,950



(commissioned 2008), 2 x Volvo D6 435Hp, 4 berths in 2 cabins, 2 x toilets & showers, Boat Safety Certificate. Spec: shore power, battery charger, generator, holding tank, hot air heating, full navigation equipment, bow thruster and much more. Beautifully finished in natural light cherry. Well worth a look, a real head turner!

LYING NYA BRUNDALL - NYB1864 - P/EX POSSIBLE

BROOM 39 KL- 2003

£169,950



Twin Yanmar 315HP Diesel Engines. Splendid accommodation boasting 7 berths across two cabins including a sumptuous aft cabin with 2 electric toilets and 2 showers. Massive spec including: - Warm air heating system, Hydraulic folding radar arch and davits, Fischer Panda Generator, Inverter, Raymarine Chart Plotter and Radar (with repeater in cabin), Raymarine Autopilot, Full Teak decks, Electric anchor winch, beautifully finished in maple and leather. Comfortable and capable the Broom 39 is a superb family cruiser.

LYING NYA BRUNDALL - NYB2140 - P/EX POSSIBLE

HAINES 32 SEDAN - 2013

£139,950



Single Nanni 43HP Diesel engine. 4 berths with 1 electric toilet to holding tank and 1 shower. Beautiful walnut interior, immersion heater, Bowthruster, Sternthruster, Battery charger, Warm air heating system, Manual anchor winch. Light and airy throughout, the large island double en-suite cabin forward and generous galley provides excellent accommodation for those longer stays onboard.

CONTACT NYA BRUNDALL - NYB2138 - P/EX POSSIBLE

BIRCHWOOD 400 - 2002

£99,950



Twin Volvo KAMD 300P 285HP Diesel Engines - 6 berths with 2 heads to holding tank and 2 showers. Generator, Bowthruster. A late version of these superbly spacious cruisers offering excellent accommodation. A lot of boat for the money! - NYA STOCK - Fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB2161 - P/EX POSSIBLE

PRINCESS 45 - 2000

£200,000



Twin Volvo TAMD 74L 430hp Diesel engines. 6 berths in 3 cabin with 2 toilets to holding tank and 2 showers. Bowthruster, Generator, Trim tabs, Raymarine Hybrid Touch, Electric anchor winch and much more! Great sea vessel with superb handling and top quality construction. Nav kit new in 2014.

LYING NYA BRUNDALL - NYB2070 - P/EX POSSIBLE

HAINES 34 SEDAN - 2009

£149,950



Nanni T.200 (200hp) diesel, 4 berths, toilet with holding tank, shower, Avonite galley with teak and holly galley flooring, Leather upholstery, 6kw Generator, 2kw inverter, electric winch, bowthruster, radar/GPS/Plotter, folding radar arch, epoxy coating to hull & Copper coated bottom, flexi teak in aft cockpit and bathing platform. Beautifully presented with a stunning finish!

LYING NYA HORNING - NYH1613 - P/EX POSSIBLE

SEALINE F43 - 1999

£139,950



Twin Volvo TAMD 63P 370HP Diesel Engines. 6 berths with 2 sea toilets and 2 showers. Bowthruster, Generator, Shore power, Battery Charger, Warm air heating system, Teak flooring to cockpit and bathing platform. This is an exceptional example of these excellent boats with the benefit of being constantly maintained and updated by her owner of the last 10 years. NYA STOCK - Fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB2149 - P/EX POSSIBLE

SEALINE S34 - 2001

£74,950



Twin Volvo KAD 32 170HP Diesel Engines. 6 berths with 1 toilet to holding tank and 1 shower. Inverter, Shore power, Battery charger, Trim tabs, Raymarine RL70 Chartplotter and Radar, Eberspacher warm air heating, Bowthruster. An extremely well cared for example of these spacious and proven sports cruisers. BSSC until 2018.

LYING NYA BRUNDALL - NYB2156 - P/EX POSSIBLE

“ Their service, 2 ½ years after delivery of the boat in my current case, continues to be outstanding. ”

John Maxey
Fairline Squadron 78



Sealine F43 (2002)
£ 139,950 VAT paid

- » 2 x Volvo Penta TAMD63P
- » Webasto Diesel Fire Central Heating Fitted 2014
- » New Raymarine Chart Plotters & Digital Radar
- » Bow Thruster

ES3064



Princess 58 Flybridge (2009)
£ 599,950 VAT paid

- » Volvo D12-800
- » Furuno GPS & Radar
- » Generator – Onan 13.5 kw
- » Med Spec

ES3040



Fairline Phantom 50 (2006) £ 259,950 VAT paid

- » 2 x Volvo Penta D12
- » Electric Stern & Bow Thrusters
- » Onan 13.5 kw Generator
- » Hot & Cold Water System

EB3088



Arvor 230AS (2013)
£ 36,950 VAT paid

- » CMD 150HP
- » 187 Engine Hours
- » Hot & Cold Water System
- » Vetus Bow Thrusters

ES3073



Hardy Commander 32 (2002) £ 99,950 VAT paid

- » 2 x Yanmar 6LP-DTE
- » 487 hours
- » Vetus Bow Thrusters
- » Eberspacher Warm Air Heating

ES3079



Sealine S41 (2000)
£ 99,950 VAT paid

- » 2 x Yanmar 6LPSTZE/B3
- » 750 Hours
- » Bow Thrusters – QL
- » Water Heater

ES3070



Fairline Squadron 48 (2014) £ 599,950 VAT paid

- » 2 x Volvo Penta D6-435
- » 140 hours
- » Generator
- » Garmin GPS & Autopilot

EB3127



Fairline Targa 44 GT IPS (2008)
£ 239,950 VAT paid

- » 2 x Volvo Penta D6 IPS 500
- » Raymarine Nav Pack
- » Eberspacher Diesel Heating
- » Onan Generator 4KVA

ES3059



Fairline Targa 48GT (2014)
£ 529,950 VAT paid

- » 2 x Volvo Penta D6-435
- » 100 hours
- » Generator – 13.5KW
- » HI-LO Platform

ES3033



Sealine F42/5 (2005)
£ 159,950 VAT paid

- » 2 x Volvo Penta TAMD75
- » 7HP Bow Thrusters
- » Raymarine Nav Pack
- » 6KVA Generator

ES3076

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Fairline Squadron 65 (2012)
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Delphia 1050 Cabrio Escape

£129,575

2016 – Single Nanni Engine – 50hp – Bowthruster – Folding Windscreens – Teak Cockpit & Bathing Platform – Webasto Air Heating – Low Air Draft – Extended Bathing Platform.



Broom 425

£299,950

2010 – Twin Volvo D6 – 370hp – Bowthruster – Hydraulic Lowering Arch – Generator – Raymarine Equipment – Washing Machine – Satellite TV – Snap Davits.



Broom 370

£249,950

2012 – Volvo Penta D6 – 370hp – Bowthruster – Stern Thruster – Hydraulic Lowering Arch – Inverter – Satellite System – Snap Davits – LED Televisions – Garmin Equipment.



Elan Power 30

£149,950

2015 Twin Volvo Penta D3 220hp Bowthruster Extended Bathing Platform Cockpit Fridge & Sink Sliding Roof Canopy Raymarine Equipment.



Sealine 543

£129,950

2002 – Twin Yanmar 6LY-STE – 420hp – Bowthruster – Sternthruster – Generator – Touch Screen Plotter – cooney Davits – 3 months Warranty



Sessa Oyster 36

£89,950

2000 Twin Volvo Penta KAD44 Bowthruster Teak Bathing Platform Heating Spacious entertaining Cockpit.



Delphia 800 Escape

£87,239

2016 – Single Nanni Engine – 21hp – Bowthruster – Webasto Heating – Extended Bathing Platform – Electric Anchor Winch – 4 Berths in 2 Separate Cabins.



Birchwood 340

£69,950

2003 – Volvo Penta TMD22 – 540 Engine Hours – Bowthruster – Inverter – Eberspacher Heating – Holding Tanks – 240 Volt Shore Power System.



Doral 34 Intrigue

£69,950

2005/6 – Twin Mercruiser CMD – 320hp – Folding Arch – Raymarine Plotter/Radar – Cockpit Fridge – Cockpit Sink – Extended Bathing Platform – Electric Toilet.



1994 Gruno 36 Sport

£59,950

Ford 6 litre diesel, Heating, Folding screens/arch, Shorepower, One owner from new, Lovely boat.

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TRADER 42 SIGNATURE



NEW, 2 x CUMMINS QSB 6.7@480hp. Fully loaded version of our latest cruiser; joystick control, BOSS shafts, powered radar arch, extended bathing platform, passarelle, genset, central heating and aircon, Raymarine electronics. Super stylish décor package.

NEW £POA

TRADER 42 SIGNATURE HARD TOP



2008, 2 x CUMMINS QSB5.9 @ 425hp. Fantastic spec with three cabin layout, enclosed hard top, passarelle, bow and stern thrusters... immaculately maintained with loads of history. Viewing recommended!

Hayling Island £299,000

TARQUIN 635



1995, 2 x GM DETROIT @730hp. Beautiful example of this powerful 4-cabin cruiser. Big beam, amazing living spaces, inc single level saloon/galley/pilothouse, all cabins ensuite. Fexas hull great in the rough. **Universal Marina £345,000**

TRADER 535 SIGNATURE



2003, YANMAR 500hp with just 1,050 hours, charter code compliant and with lots of recent service history. Teak interior with three staterooms and fully equipped.

NEW LISTING Mallorca £275,000

TRADER 575 SIGNATURE



2004, 2 x YANMAR 500hp. Outstanding one owner boat with very low hours. Huge and beautifully finished accommodation. Fully loaded with genset, air con, hydraulic bow thruster, stabilizers and all meticulously maintained. A great opportunity to head for the Med.

Alicudia, Mallorca £340,000

TRADER 64 SUNLINER



2011, 2 x CAT C18 @ 1,000hp. Our finest owner/operator passagemaker. Amazing Castro designed hull, huge range and incredible spec. Stylish exterior matched by exquisite interior with four staterooms.

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» Weber 850MPE 100HP
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» Standstill to 20 knots in four seconds flat

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» 100HP
» Immaculate Webber 850cc Engine
» Up to 48MPH
» Sports hull

EB3134



Williams SportJet 520 (2015)
£35,950 VAT paid

Located: Boats.co.uk HQ, Essex Marina, UK
» 200HP
» 6 Hours
» One owner from new
» 7 Passengers

EB3085



Williams TurboJet 325 (2008)
£8,950 VAT paid

Located: Boats.co.uk HQ, Essex Marina, UK
» 80HP
» 100 Hours
» Engine warranty, finance options and aftercare available
» Webber Engine

EB3016



Williams TurboJet325 (2011)
£15,750 VAT paid

Located: Off Site, UK
» 100HP
» Custom Teak and Blue Coverall
» 5 Passengers
» Standstill to 20 knots in four seconds

EB3067



Williams TurboJet 325 (2010)
£14,950 VAT paid

Located: Boats.co.uk Salterns, Marina Poole, UK
» 100HP
» 35 Hours
» Waterproof Speakers
» PX Welcome

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 • Eberspacher heating.
 • Raymarine C70, GPS, DSM & VHF 240E.
 • Bow thruster. **Chertsey**



Trader 72 Flybridge - 1990 **£395,000**
 • Twin Caterpillar 3208 425hp diesel engines.
 • Hull Epoxy Treated.
 • Hydraulic bow & stern thrusters & stabilisers.
 • Eleven Berths. **Eastbourne**



Fairline Targa 34 - 2005 **£119,950**
 • Twin KAD300 DP 285hp.
 • Raymarine autopilot, radar & VHF.
 • Circa 380hrs run.
 • Engines last serviced April 2015. **Chertsey**



Sessa C38 - 2013 **£249,500**
 • Twin Volvo Penta D4 300hp.
 • One owner from new in 2014.
 • Just 80hrs run!
 • High specification. **Poole**



Sealine SC47 - 2010 **£249,000**
 • Twin Cummins Mercruiser 5.9L 480hp turbo charged.
 • Independently steerable Zeus pod drives.
 • Reverse cycle class E air con.
 • Eberspacher de-misting system. **Swanwick**



Sessa C32 - 2012 **£139,950**
 • Twin Volvo D3 - 200 DP-S 440hp.
 • Circa 100hrs.
 • Last serviced & antifouled June 2014.
 • Two owners from new. **Poole**



Sessa C35 HT - 2012 **£239,995**
 • Twin Volvo Penta D4 - 260 DP diesel engines.
 • Only 42hrs use!!
 • Generator 4kw.
 • Air Conditioning. **Chertsey**



Jeanneau Prestige 500 - 2012 **£429,000**
 • Twin Cummins Mercruiser 5.9L 480hp turbo charged.
 • Reverse cycle class E air-con.
 • Independently steerable Zeus pod drives.
 • Eberspacher de-misting system. **Swanwick**



Sessa C35 - 2008 **£120,000**
 • Twin Volvo Penta D4 DP 260hp.
 • Raymarine GPS C80/VHF 240.
 • Eberspacher Ducted Heating to Cabins & Cockpit.
 • Yamaha 240s Dinghy/2.5hp O/B. **Wales**



Haines 34 Sedan - 2008 **£144,950**
 • Nanni 4.330 TDi 115hp diesel engine.
 • Bowthruster.
 • One owner from new.
 • Autohelm ST60 Tridata. **Chertsey**

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MARINER 30.
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BROOM 30 COUPE ht – new boat
Nanni 65 Diesel/Bow Thruster.
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Broom 35 COUPE
New & Ex Display examples available.
New – Nanni 270 hp **£266,740**
Ex Demo – Nanni 110Hp **£199,000**

Contact Racecourse



GOBBI 345
Twin Volvo Penta KAD43 230 HP Diesels – 2002.
New Canopies-New Upholstery – 3 Month
Engine/Outdrive warranty.
£69,950

Contact Upton



Stevens 1240
Perkins Sabre M135L – Bow/ Stern Thrusters –
1999. Fully Resprayed 2015.
£135,950

Contact Thames & Kennet



Succes 125 Ultra
Vetus Deutz DTA66 – 210hp Bow/Stern Thrusters
– 2006. Only 350 hours use – 8 kva Generator.
£129,500

Contact Walton



Sea Ray 215 Express
Mercuriser 250hp inboard petrol – 1999.
Full canopy, Tonneau cover. Trailer by separate negotiation.
£13,995

Contact Racecourse



SESSA 35
2 x Volvo Penta KAD 43 230 HP Diesel's – 2003.
3 month warranty on engines and outdrives.
£74,950

Contact Upton



SEALINE S28
Twin Volvo KAD 32 170 HP Duoprop – 1999.
New canopy, cockpit & cabin upholstery.
£49,950

Contact Thames & Kennet



RIVA 42 MALIBU
Twin Cummins 320 fully rebuilt 3 years ago –
1988. A superb contemporary flybridge cruiser.
£59,950

Contact Walton



LARSON LX856 CLASSIC
Mercuriser 3.0 inboard petrol – 2011.
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£14,500

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VAN DE HEIDEN 1500
Daf 180 Diesel – Bow Thruster – 1996.
Generator – A large spacious Steel cruiser.
£149,950

Contact Upton



SEALINE 305 STATESMAN
Twin Volvo AQAD41 200hp diesels – 1989.
3 cabin layout – 6 berths.
£38,000

Contact Thames & Kennet



SUNSEEKER 42 MUSTIQUE
Twin Caterpillar 435 hp diesels – 1993.
Full renovation to GRP in 2015.
£79,995

Contact Walton



RINKER 250 Fiesta Vee
Volvo 5.0 inboard petrol – 2005.
Pumpout toilet, shower.
£28,950

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AZIMUT 68S - Mod. 2007
2 x 1360 HP MAN
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AZIMUT 64 - 2015
2 x 1150 HP CAT
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AZIMUT 62S - 2009
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AZIMUT 55 EVO - 2008
2 x 715 HP CAT
€570,000 tax. paid



PRINCESS 50 - 2008
2 x 670 HP VOLVO
€550,000 tax. paid



AZIMUT 47 - 2008
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€380,000 tax. paid



MAGELLANO 43 - NEUF - MAI 2016
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PRIX DE DÉPART €470,000 ex. tax



AZIMUT 40 - 2013
2 x 355 HP CUMMINS
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TARGA 38 - 2010
2 x 300 HP VOLVO
€205,000 tax. paid

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Fairline 42 Squadron £339,000

- Built 2012
- Stunning flybridge cruiser
- Immaculate condition
- Twin Volvo Penta D6 370hp Diesel Engines
- Comprehensive Garmin Navigation Package
- Bowthruster
- Tender Launch Mechanism
- Flybridge Wet Bar & Electric BBQ



Bayliner 3255 Avanti Built 1996. Twin Yanmar 230hp diesel engines. Fitted with bowthruster, holding tank and generator. New canopy cover and aft cockpit seating. 6 berths. **£43,000**



Fairline Turbo 36 Built 1990. Twin Volvo Penta TAMD 41 200hp diesel engines with shaft drive. Spacious accommodation with two private cabins and 2 heads. Capable offshore cruiser. **£59,000**



Sealine S41 Built 2000. Twin Volvo Penta 260 hp diesel engines. Spacious sports cruiser with split level cockpit and BBQ grill. Fitted with bow thruster, generator and battery charger. **£108,000**



Broom 39. Built 1992. Twin Volvo Penta 306hp diesel engines. Bow and stern thruster. New canopy cover in 2013 and reupholstered cockpit seating end of 2015. **£135,000**



Falcon Velici 34 I Built 1997. Twin Volvo Penta 200hp diesel engines. In immaculate condition it offers 6 berths, spacious cockpit with sunpad. Fitted with bow thruster. **£85,000**



Broom 36 Built 1995. Twin Mercruiser 220 hp diesel engines. Master aft cabin with walk around bed and ensuite facilities. Hinged radar arch, teak decking and passerelle. Maintained to a high standard. **£89,000**



Sealine S38. Built 2004. Twin Volvo Penta 285hp diesel engines. Bow thruster and Raymarine navigation equipment. Large cockpit with wet bar and grill. Stunning interior. **£92,500**
Part Exchange Considered



Fairline Phantom 43 Built 2003. Twin Volvo Penta TAMD 75P-A 480hp diesel engines. High performance sports cruiser offering spacious accommodation with 6 berths. Flybridge wet bar and griddle. **£170,000**



Broom 39 Built 2005. Twin Yanmar 260 hp diesel engines. In excellent condition and includes 4kw generator, bowthruster and full Raymarine navigation package. Luxurious motor cruiser. **£169,000**

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Sunseeker 28 Metre (2013)

This beautiful 2013 Sunseeker 28 Metre Yacht "Spontaneous" was custom built for a very experienced yacht owner. There is accommodation for eight guests in four very spacious cabins all with en-suite and there are 2 crew cabins. The specification is of very high standard and includes numerous upgrades. The interior is finished in black American gloss walnut and Oyster leather upholstery.

Full detailed specification available on request.

€4,750,000 EURO Ex Tax

Lying: Spain



Fairline Phantom 40 (2004)

Twin Volvo D9 575, 3 cabin version, passerelle, heating, bow thruster, generator, crew cabin.

€169,000 EURO Tax Paid

Lying: Dublin



Antares 13.80 (2004)

3 cabins 2 heads, twin Volvo Penta 480 hp, teak decks. Bowthruster.

€114,900 STG Tax Paid

Lying: Ireland



Trader 535 (2004)

Twin Yanmar 480 diesels, 3 cabins 2 heads, aircon, generator, bow/stern thrusters.

€317,000 EURO Tax Paid

Lying: Ireland



Aquador 23 HT (2004)

Volvo Penta KAD32 diesel 170hp, toilet, holding tank, cooker, aft canvas.

€47,500 EURO Tax Paid

Lying: Ireland



Nordhavn 62 (2004)

very well maintained oceangoing luxury yacht with a 3000 nautical mile range. John Deere 340 hp engine, 8 berths in 4 cabins.

€1,150,000 Euro Ex Tax

Lying: Spain



Leader 805 (2004)

Volvo KAD43 diesel engine. 4 berths in 2 cabins, Electric windlass, heads & shower, galley, hot water, shore power, full canopy, VHF.

€35,950 STG Tax Paid

Lying: Ireland



Aquador 27 HT (2016)

260hp Merc diesel, bow thruster, windlass, heating, full galley, chartplotter.

€129,900 STG Tax Paid

Lying: Hamble



Broom 42 (2006)

Volvo D6 310 diesel, bowthruster, cabin heating, Raymarine C80, electric windlass.

€240,000 EURO Tax Paid

Lying: Ireland



Princess 58 (2012)

Twin Volvo Penta D11 670hp, aircon, generator, sleeps 8 in 3 cabins, crew cabin.

€595,000 STG Tax Paid

Lying: Hamble



Galeon 420 Fly (2016)

2 x Volvo D6 435hp. aircon, generator, bow & stern thrusters, dark walnut interior.

€579,000 EURO Tax Paid

Lying: Ireland



Prestige 32 (2003)

Twin Volvo KAD 300 diesels, bowthruster, heating, radar, 6 berths in 2 cabins.

€94,900 EURO Tax Paid

Lying: Ireland



Aquador 28 C (2007)

Volvo D6 310 diesel, bowthruster, cabin heating, Chart plotter, electric windlass, shore power.

€71,900 STG Tax Paid

Lying: Hamble

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BRAND NEW FAIRLINE SQUADRON 42

Volvo Penta D6 435hp EVC engines, heating to all cabins & heads, screen demisters, flybridge pack with icemaker, water filter, refrigerator & BBQ, teak flybridge table with sun bed conversion, Garmin Autopilot and touch screen plotter repeated, leather, teak flooring and berth conversion to saloon, mood lighting, bowthruster, holding tank with macerator, gloss walnut finish, dining canopy and much more.

£488,950 INC VAT

Lying: Ipswich



BRAND NEW FAIRLINE TARGA 38 OPEN

Volvo Penta D4 300hp diesel engines, high/low hydraulic bathing platform, bowthruster, Garmin GPS map 8102 with 12" touch screen display, Garmin autopilot, 19" TV, heating, teak cockpit and bathing platform, blue mood lighting, holding tank, BBQ, leather to saloon with walnut gloss finish, teak folding cockpit table with sun bed conversion. Available to view seven days a week at Burton Waters Lincoln with part exchange option available.

£309,950 INC VAT

Lying: Lincoln



2011 SEALINE F42

Twin Volvo Penta IPS500 370hp diesels with low hours, Eberspacher heating with windscreen demisters, Kohler generator, VHF, Raymarine speed/depth log repeated, LEDS on side decks, cockpit and steps, upgraded upholstery, LCD TV, CD/DVD/MP3 player, bimini top with LEDs, cockpit fridge & BBQ, electric flush toilets, holding tank, sprung mattress and much more. Viewing by appointment.

£239,000 INC VAT

Lying: Lincoln



2000 PRINCESS 52

CAT 660hp diesels with electronic controls, radar, GPS, chart plotter, autopilot, leather, reverse cycle A/C, passerelle, remote bow & stern thrusters, satellite TV, washer dryer, generator, bimini, new canopy & flybridge covers 2014, new Silvertex cockpit & flybridge upholstery Oct 2015, full CAT service history since 2008. Serviced, polished and antifouled with three month UK engine warranty. Part exchange considered.

£229,950 INC VAT

Lying: Ipswich



BRAND NEW BAVARIA CRUISER 37

Large 28hp engine, 3 cabin, shallow keel. This stock boat is fitted with a sail away specification including: In-mast furling, bow thruster, teak cockpit table, Garmin 820 plotter, 300i VHF, AIS, autopilot, wind/speed/depth, shallow keel, side gates, windlass and anchor, holding tank, additional water tank, blinds, 6 cleats, part exchange, including delivery to Ipswich, commissioning and VAT.

£125,950 INC VAT

Lying: Ipswich



BRAND NEW JEANNEAU LEADER 36

Twin Volvo Penta D4 260hp engines with joystick control, electric hard top, Raymarine electronics pack, Premiere upgraded trim level, comfort pack, aft canopy, cockpit spotlight, cockpit fridge, heating, removable carpets, teak cockpit floor and front sundeck cushions. Part exchange available.

£208,950 INC VAT

Lying: Lincoln



2012 JEANNEAU MERRY FISHER 755

Yamaha 150HP outboard, accommodation comprises of 4 berths with 2 berths in forward cabin and saloon conversion. The boat is equipped with marine toilet with holding tank, shore power, gas stove, u shaped cockpit with sun pad conversion.

£39,950 INC VAT

Lying: Lincoln



2000 PRINCESS 40

Volvo Penta TAM63 370hp engines, new canopy and flybridge cover, passerelle, teak cockpit and bathing platform, generator, A/C, bowthruster, electric heads, holding tank, Raymarine plotters, autopilot and much more. Supplied serviced, polished and antifouled with three month UK engine warranty. Part exchange welcome.

£139,950 INC VAT

Lying: Lincoln



1998 PRINCESS 430

Twin Volvo Penta 370hp TAM63's with only 430 hours, generator, chart plotter, radar, autopilot, heating, bow thrusters, new canopy, new carpets, teak cockpit and flybridge stairs, and much more. Supplied serviced, polished and antifouled October 2015 with three month UK engine warranty. Part exchange welcome.

£139,950 INC VAT

Lying: Ipswich



BRAND NEW JEANNEAU LEADER 8

Single Volvo Penta D4 260hp diesel engine, bowthruster, Raymarine VHF, heating, fixed radar arch and canopy enclosure, anchoring kit, Premiere trim level, battery charger and more. Available from stock now with part exchange option available.

£105,950 INC VAT

Lying: Lincoln



2007 SESSA C30

Twin Volvo Penta D3 diesel engines (200hp), specification includes; Blue hull, Bowthruster, Raymarine ST40 speed/depth log, VHF, teak bathing platform, TV, Sony radio/cd player, 2 burner gas hob, microwave, fridge, wetbar, teak cockpit table, transom shower, serviced, antifouled, power polished January 2016, 3 month UK engine warranty. Part exchange considered.

£69,950 INC VAT

Lying: Lincoln



2002 SEALINE S23

Single Volvo Penta KAD32. With an inventory that includes a Raymarine RC435i chartplotter, cockpit fridge, electric windlass, trim tabs, VHF, Raymarine ST60 Tridata display and a 2 burner hob and grill. This is a great sports cruiser for a first time boater, which comes serviced, antifouled, polished (all January 2016) and with a 3 month UK engine warranty.

£29,950 INC VAT

Lying: Ipswich



2006 SEALINE F37

Twin Volvo Penta D4 diesel engines on shaft drive (260hp), in addition to the standard specification this boat comes with bowthruster, Raymarine E80 multifunction display with GPS antenna, radar with 2kw dome, Raymarine ST60 speed/depth log, VHF with additional handset, teak cockpit, flybridge floor and bathing platform, cabin roof handrails, Eberspacher heating, electric toilet, sand ultra leather in the saloon, excellent example, engines serviced, antifouled & power polished January 2016, 3 month UK engine warranty. Part exchange considered.

£149,950 INC VAT

Lying: Lincoln



2016 JEANNEAU MERRY FISHER 795

Yamaha 200hp outboard engine, this brand new model has bright and airy living spaces on board with lateral windows in the hull and panoramic windscreen. Specification includes; electric windlass, mooring kit, anchoring kit, aft cockpit closing kit, cockpit sunbed conversion, bathing platform in teak, shore power and battery charger, fridge, toilet and holding tank, includes commissioning and manufacturer's warranty, part exchange considered.

£53,765 INC VAT

Lying: Lincoln



1997 TRADER 41+2

Twin Volvo TAM63P 370hp diesels. 3 cabins, 2 heads. Renown for a solid, high quality build and superior ability at sea. This is a well-cared for example in very nice condition. Specification includes; Teak decks, aft door to wheelhouse, generator, plotter, GPS, radar, VHF, autopilot, navtex, teak and holly flooring, freezer, cockpit enclosure, screen covers, heating, 2 holding tanks, LED lights, hard top, hull epoxy treated from new. Power polished Jan 16, antifouled Jan 16.

£124,950 INC VAT

Lying: Ipswich



Broom 38's x 2 1999 & 2001 high spec
2 x 250 Yanmars & 2 x 260 Volvos.
£139,000 & £149,850



2 x Broom 41's
1x twin Perkins 1 x twin Cats.
1997 and 1999. Both On website. £149,950+



Broom 44 Hardtop
Full refurbish, stunning. Built 1991.
2 x Volvo 380's 11 kva generator. £129,500



2003 Nimbus 250 Coupe
2 x 230 Volvos. Ashore Hythe, full spec on website.
£114,850



Broom 450's x 2
1 x 2003 1 x 2008 HT see website for full Details stunning.
GREAT sea boats!! £285,00



2 x Hershine 50's!
2006, 75's & 2009, D9's. One Mallorca, One Swansea.
Both Clean. £198,000 & £215,000



2005 Elling E3
Cummins 425hp, ashore Solent.
Great space and economy! £215,000



1999-2000 Broom 345 2 x 250 Yanmars
Great spec, Tough cruising boat, See videowalk.
£106,000



Nimbus 365 2009
1 x Volvo D6 370 Hp with 350 Hours Clever Design.
See website Ashore Hythe. £169,000



1994 Skilso 975 2 x 130 Volvos
Super semi-displacement recent kit, bow prop etc.
Here in Hythe £49,850



1997 Sealine F33
2 x Mercruiser 180 diesels. Professional mariner owner
and it shows! Very nice order. Hythe. £69,950



Riva 50
Rebuilt 430's has to be seen, details on Website.
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Broom 44 Hardtop, 1992, 2x Volvo TAMD71 (380hp) diesel. £129,850 (Thames)
Fastidiously maintained, recent new teak decks and canopies, must be seen.



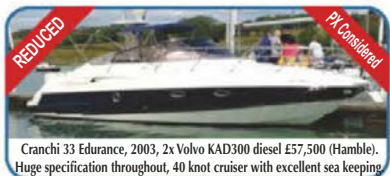
Princess 435, 1998, 2x Volvo TAMD71B diesel. £73,950 (LO.W)
Popular aft cabin and larger engines, serviced for this season.



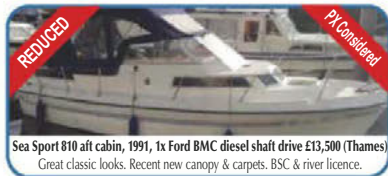
Duffy electric boats NEW. Silent cheap boating environmental boating from £25,000 (Thames)
Too at its best 12 models available from 14ft Open to 22ft with cabin & head. Custom options



Chris Craft 26 Crownie, 1997, 1x Volvo 5.7GDI 270hp V8 petrol. £17,950 (Thames)
Quality USA builder, well equipped with plotter, VHF, 240v, inverter and much more.



Cranchi 33 Edurance, 2003, 2x Volvo KAD300 diesel. £57,500 (Hamble).
Huge specification throughout, 40 knot cruiser with excellent sea keeping.



Sea Sport 810 aft cabin, 1991, 1x Ford BMC diesel shaft drive. £13,500 (Thames)
Great classic looks. Recent new canopy & carpets. BSC & river licence.



Maxum 2400SE, 2006, 1x Mercruiser 5.0MPi/83 V8 Petrol. £23,000 (Thames)
Only 200 hours run, GPS/Plotter, VHF RT, remote spotlight, BSC to 2017.



Fairline 21 Sprint, 1990, 1x Volvo 431/DP (2009) V6 petrol. £13,500 (Thames)
Lovely weekender motor cruiser, re engine in 2009, recent canopy and well equipped.



Storebro Royal 34 Baltic, 1969, 2x Yanmar 140hp diesel. £34,950 (Thames)
GRP hull & transoms, beautiful wood detailing & teak decks, many updated extras.



Leisure Cat 350 Deepwater, 2006, 2x Volvo KAD300 (285hp) diesel. £89,950
Fantastic Catamaran for stable & spacious fast cruising, fishing or diving. (Pooled)



Sealine S48 2006, 2x Volvo TAMD75P (430hp) diesel. £169,950 (Mersey)
Flagship of the Sealine sports cruiser. Huge specification & value.



Sealine S28, 1999, 2x Volvo KAD32/DP (170hp) diesel. £54,950 (Thames)
Recently serviced & antifouled, well equipped and ready to go.



Bavaria 32 Sport, 2004, 2x Volvo KAD44DP 200hp diesel. £87,500 (Thames)
Bow thruster, teak laid decks, new canopy, only around 600 hours run.



Sealine 255 Senator, 1990, 2x Volvo 250/SP 147hp petrol. £21,950
Recent new canopies, cockpit & interior upholstery, must be seen (Thames).



Sealine F43, 2002, 2x Volvo TAMD74 (430hp) diesel. £139,950 (Thames)
Only 2 owners from new, larger EDC engines and huge extras list.



Solent 5.4 K18, 2003, 1x Mariner 75EPTO (75hp) Petrol. £8,950
Trailer, all-over cover, 6x gantry, GPS, VHF. Serious fun (Thames).

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£389,000
vat paid



Fairline Targa 62GT – 2007. Caterpillar C18's and all conceivable extras. Poland.

£575,000
vat paid



Pearl 60 – 2009. Loaded to the roof with extras and flawless presentation. Spain.

£175,000
vat paid



Sealine F43 – 2007. Volvo D6 engines, great layout inc aft stateroom. Port Solent.

£39,950
vat paid



Broom 35 European – 1977. Stately old lady acres of room, Ideal Euro cruiser. Bursledon

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SUNSEEKER PORTIFINO 46 2004, Twin Volvo Penta TAMD75EDC diesel engines, 4 berths in 2 cabins, Luxury sports cruiser. Includes: Sloop S-Link bow and stern thruster, Raymarine hybridtouch, Simrad depth sounder, Simrad AP22 auto pilot, Simrad RS87 VHF, Aircon, Avon Seasport 320 jet rib. **£169,995**



NIMBUS 320 COUPE

2001 build, 2002 model, Single Yanmar 4LT STE 230hp diesel engine, 6 berths in 2 cabins, cruiser. Includes: 240v shore support, Battery charger, Radar, Plotter, Autopilot, Speed log, Depth sounder, VHF radio, Bow thruster. **£77,995**



BAYLINER 3055

1998, 1999 model, twin Mercruiser 4.2 D-Tronic 225hp diesel engines, 6 berths in 3 cabins sports cruiser. Includes: GPS, VHF, 240v shore support, Battery charger, 4x new batts, Anodes, oil and filter change 2014. New fuel filters 2015. BSS 06/2016. A great family boat. **£46,995**



PRINCESS 30DS

1986, twin Volvo MD 31 63Hp diesel engine, 4 berths in 2 cabins cruiser. Includes: 240v shore support, Sterling battery charger, Eberspacher heating, Bow thruster, GPS, Fish finder and BSS till 08/19. **£29,995**



BAYLINER 2855 Ciera

1994, Single Mercruiser 5.7 (New 08), 6 berth in 3 Cabins. Includes: Bow thruster, Speed log, Depth sounder, VHF radio, Re upholstered 2012, 240v shore support, BSS till 2015. **£24,995**



REGAL 2760 COMMODORE

1998/1999, twin Mercruiser 4.3 EFI 230hp petrol engines, 2x new Stern drives, 6 berth in 2 cabins sports cruiser. Includes: 240v shore support, Battery charger, GPS/Plotter, Simrad VHF radio, Depth sounder and BSS till 09/19. **£24,995**



SEA RAY 270 SUNDANCER

1997, Single 7.4lt Mercruiser petrol engine, 4 berths in 2 cabins, sports cruiser. Includes: Replaced Long block (2016), 240v shore support, Battery charger, Depth sounder, VHF Radio, Holding tank, Travel cover and BSS till 2019. **£24,995**



RLM/SHEERLINE 32

1976, twin Volvo MD21 80hp diesel engines, 5 berths in one cabin river cruiser. Includes: 240v shore support, battery charger, Heating, Oven, Electric loo to holding tank. BSS till 24/11/17. **£17,995**

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2012 Fairline Targa 50 GT
£499,950



2012 Sealine C48
£349,950



2013 Fairline Squadron 42
£325,000



2008 Fairline Targa 47 GT HT
£267,500



2009 Fairline Targa 44 GT
£239,950



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Poole
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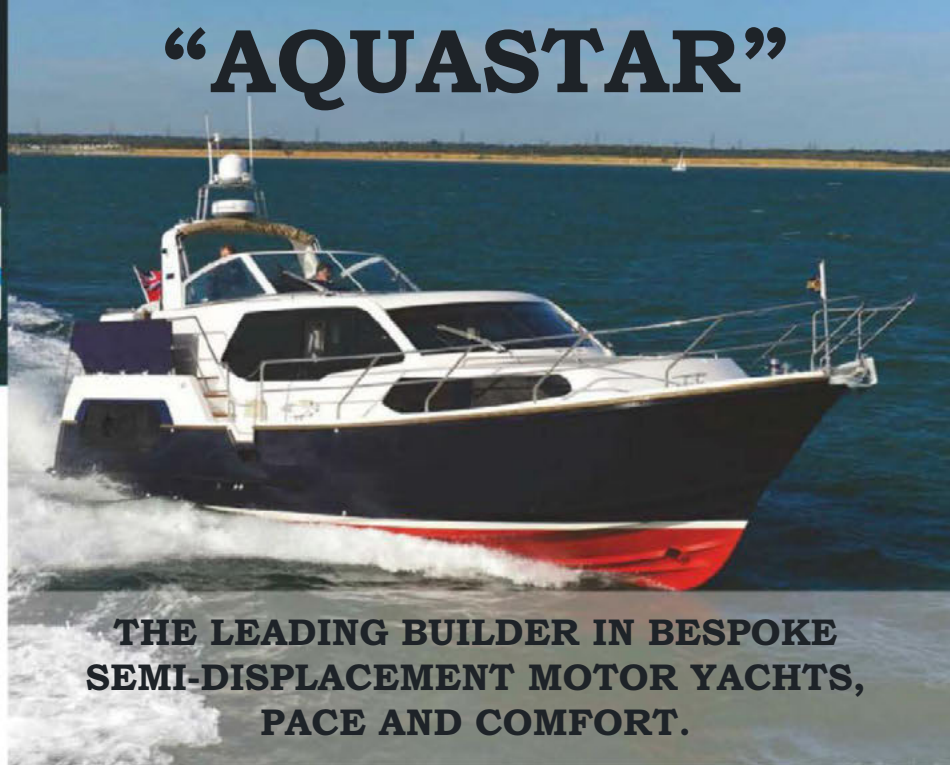
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I'LL NEVER FORGET THE DAY... I rode my luck to the limit

JOHN BRUNYATE: *An unfamiliar cruising ground, a small boat and a sudden turn in the weather proved a terrifying combination on a routine fishing trip*

When I retired and moved away from the Solent I thought I'd kissed goodbye to boating. Thankfully my wife and I bought a house by the sea in South Wales as a compromise. However, the waters of the Bristol Channel are very different from what we were used to in the Solent and locals were quick to warn us. "If you can handle a boat here, you can handle a boat anywhere," they'd say.

I soon found myself a Warrior 16 called *The Bear Worm*. She was powered by a Yamaha 60hp 4-stroke outboard and equipped with twin batteries, a tonneau cover, VHF, chartplotter/fishfinder, twin seats and lots of other goodies. I was off at the first opportunity giving little thought to the treacherous waters we'd been warned about.

It was the smallest motor boat I've ever owned and, although it proved a doddle in the marina, 14 knots felt terrifying at first. My confidence steadily grew in the little Warrior's abilities until I unintentionally gave myself a day to remember.

Swansea Bay was relatively calm with a SW forecast of Force 4 rising later. When I rounded the lighthouse by Mumbles Head, there was a large swell coming round the point but the seas didn't appear rough. I went south round the Mixon Bank, where the water looked smoother, and made for the shelter of Langland Bay to drop the hook and fish.

As I rounded the Mixon I saw a wind shear line coming in a mile away, marked by an angry white moustache. I'd seen this before in the Aegean but never in the UK. It looked like a Roman legion tramping towards me and I knew worse was on its way. Immediately I turned around, and just in time as the wind arrived with breathtaking speed.

Never before had I experienced such a sudden change in the wind. It rose in seconds from 14 knots to a real physical force with all the drama and noise of a vicious squall. The Warrior bucked and shuddered as the wind howled around me bending the VHF aerial right over. The waves were whipped up as spray and spume rushed past as I gripped the steering wheel.

For a moment I thought the worst had passed but

On a calm day the Bristol Channel is a joy to behold...



...but when the weather turns a Warrior 16 starts to feel very small

The wind shear line looked like a Roman legion tramping towards me and I knew worse was on its way

the wind was now up to Force 6 and the waves were building by the minute. I fought to hold the boat steady as she climbed up the back of the waves then fought gain to stopping her tumbling over the top and surfing down the face. My main concern was being pooped from behind, so I started to weave a path between troughs to try and avoid those vicious curlers. This seemed to work so I concentrated on steering and controlling the throttle.

The waves were far larger than I had ever encountered in the Warrior and when your eye line is just three feet above the water line, six foot waves are menacing. I gritted my teeth as *The Bear Worm* obeyed her helm and the Yamaha drove us back towards the safety of Swansea Bay.

It seemed to take an age then suddenly I was back at Mumbles Head – yet here the swell was even higher and looking like black mounds with the waves crossing at an angle over them. I'd planned to anchor up near the lifeboat station in the lee of the wind and the

waves. However, the wind was piling in directly behind me at what I guessed was now the top end of Force six as it accelerated round the Head.

The waves in the Bay hadn't built up yet and were smaller and shorter, rather like a steep Solent chop. I pushed the throttle and the little Warrior picked up her skirts and ran before the weather. We had an exciting old run down wind as she planed back to the harbour entrance at 10 knots, keeping just behind the crests.

Only now did I truly realise how tiny the Warrior had been in those conditions. As I pulled into my berth in Swansea Marina, my wife telephoned as she'd noticed the rising wind and the changing sea state in the Bay. I played things down at the time but I learned a valuable lesson that day and vowed never to venture out if the forecast told of more than a Force four. The Bristol Channel is definitely not the Solent! **MBY**

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